

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 15, 16 & 17, 1969

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in the Governor's Office, State Capitol Building, Boise, Idaho, Wednesday, January 15, 1969. Present were:

R. Doyle Symms, Chairman - Director, District 2
C. Ed Flandro, Member - Director, District 1
E. L. Mathes, State Highway Engineer
R. B. Christensen, Deputy State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Board Meets with Governor. On meeting with Governor Samuelson, the Board discussed the matter of a proposed change from Law Enforcement to the Highway Department jurisdiction in weighing vehicles stating that, in their opinion, Law Enforcement should not be divided by this Department going into the business of weighing trucks. However, should he prefer it, the change would be made.

The Governor stated that it was not his idea in the first place and if most states had it under Law Enforcement we should leave it there. He added that all he was interested in was what was best for the people of Idaho and would not insist in the change.

It was then determined that the weighing program should stay with the Department of Law Enforcement and that a Board member should be on a committee with the Superintendent of State Police and the Commissioner of Law Enforcement for determining enforcement policy and financing needs of the Department of Law Enforcement's weighing program and ports of entry in the future.

The above decision was made after Deputy State Highway Engineer Christensen submitted a committee report containing five alternatives of weighing operations to the Governor of their findings since the committee was named by the Governor at the December Board meeting with him on the weighing jurisdiction subject.

The Highway Board then reconvened in Room 201 of the State Highway Building.

Minutes. The Board approved the minutes of the December Board meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

January 15, 1969

S-5713(1) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 1.048 miles of the Mill Town Road, St. Maries North, in Benewah County - Federal Aid Secondary and State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on January 16, 1969, in the amount of \$149,220.05.

S-2704(2) - The work consists of constructing 0.5 mile of roadway south of Castleford (Lilly Grade), in Twin Falls County - Federal Aid Secondary and County financed. The Board directed the State Highway Engineer to award the contract to Aslett Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$85,146.00.

Stockpiles 2547, 2548, 2555, 2556, 2557 & STM-2391(527) - The work consists of furnishing aggregate and cover coat material in stockpiles adjacent to SH-46 and 77 and US-30 in the vicinity of Albion, Murtaugh, Buhl and Flattop Butte, and excavating a rock point 0.75 mile north of US-93 I.C., in Cassia, Gooding and Twin Falls Counties - State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on January 21, 1969, in the amount of \$69,815.00.

Building No. 6094 - The work consists of constructing a 40' x 60' concrete block service station building with prestressed concrete and built up roof equipped with natural gas fired type furnace at Rigby, Idaho, in Jefferson County - State financed. The contract was awarded to Clark Brothers Construction Co., Idaho Falls, Idaho, the low bidder, on January 22, 1969, in the amount of \$51,440.00.

ST-6354(519) - The work consists of constructing a road mix pavement and seal coat on approximately 5.24 miles of US-93, Salmon South, in Lemhi County - State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on January 21, 1969, in the amount of \$57,935.00.

Stockpiles 4565 and 4567 - The work consists of furnishing aggregate for road mix pavement and special sanding material in stockpiles adjacent to US-95A and SH-8, in the vicinity of Potlatch and Deary, in Latah County - State financed. The Board directed the State Highway Engineer to award the contract to Crow Rock Products, Inc., Moscow, Idaho, the low bidder, in the amount of \$43,500.00.

ST-1531(512) & STS-1531(514) - The work consists of constructing a road mix pavement and seal coat on approximately 7.9 miles on US Highway 89, Ovid - Montpelier, in Bear Lake County - State financed. The Board directed the State Highway Engineer to award the contract to Fife Construction Co., Inc., Brigham City, Utah, the low bidder, in the amount of \$116,469.25.

I-80N-2(20)132, Sec. "B" and I-80N-3(12)133, Sec. "C" (Structures) - The work consists of constructing a 272' concrete and steel underpass and a 251' concrete underpass on Highway I-80N, King Hill I.C. - W. Bliss I.C., in Elmore and Gooding Counties - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$181,666.65.

Stockpiles 4564 and 4566 - The work consists of furnishing aggregate for road mix pavement, cover coat material and sanding material in stockpiles adjacent to U.S. Highway 95 and 12, in the vicinity of White Bird and Kamiah, in Idaho and Lewis Counties - State financed. The Board directed the State Highway Engineer to award the contract to DeAtley Corporation, Lewiston, Idaho, the low bidder, in the amount of \$50,250.00.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

F-4113(37)	McKinzie Creek - Slate Creek
Stockpiles No. 2546,	Various District 2 Stockpiles
2549, 2550, 2551,	
2552 & 2553	
F-6501(5)	Ririe - Clark Hill
F-FG-6471(29)	Ucon - Rigby & Ucon N. Conn.

Board Agrees to Meet with Wyoming Highway Commission Regarding Future Offerings of Additions to the Interstate System, Namely, McCammon, Idaho to Granger, Wyoming. A letter from the Wyoming Commission concurred in the advisability of the two State Highway Commissions meeting sometime during 1969 regarding the above matter. The date suggested by Wyoming is Thursday, September 18, at 12 noon at Jackson Hole, Wyoming. The full afternoon would be reserved for the discussion of the joint Interstate addition request to Washington at such a time when future additions to the Interstate are made available to the various states.

Board and Department Meet with Joint Senate Finance, House Appropriations and Senate and House Transportation and Defense Committees to Present the Department's Budget. There were forty legislators present. The House Democratic Committee members arrived late because of a caucus and were given a rehearing Monday morning, January 20.

State Highway Engineer Mathes clearly presented on reflector plate film the Department's fiscal matters from the revenue sources through to the disbursement, broken down into the various segments required by both cost accounting and the State budget breakdown as provided in Idaho statutes.

A sphere of interest centered around the Department's ability to match Federal-aid with an explanation of the limitations of System financing as dictated by available Federal-aid on a System basis. Mr. Mathes made clear the importance of retaining the present motor fuels tax schedule. Also that an adequate safety program in the way of vehicle inspection be retained in such a manner that the Department would not lose ten per cent of its Federal-aid.

Various questions coming out of the meeting dealt with highway programing of U.S. 95 and other questions indirectly related to the fiscal matters presented.

THURSDAY, JANUARY 16, 1969

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman
C. Ed Flandro, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-15	I-15-1(36)21	Annie T. Vanderwood	Parcel No. 1
	I-15-1(6)23 R/W		

The Board approved the condemnation but asked the Right of Way Division to clarify the amount due to loss of stock water.

I-15	I-15-1(36)21	Benjamin A. Evans	Parcel No. 3
	I-15-1(6)23 R/W		

I-15	I-15-1(36)21	Oliver Paul Clark &	Parcel No. 6
	I-15-1(6)23 R/W	Gladys S. Clark	

The Board directed the Right of Way Division to condemn the right of way only and not to include the rest area.

I-15	I-15-1(36)21	William Glenn Jones &	Parcel Nos. 8
	I-15-1(6)23 R/W	Anna Lyle Jones	& 8½

The Board approved the condemnation on the premise that the Right of Way Division fails to trade lands that is being proposed.

I-90	I-90-1(45)69	Elmer Almquist	Parcel No. 3
I-90	I-90-1(45)69	Elmer Almquist & the Heirs & Devisees of Gus Almquist, Deceased	Parcel No. 44
US 95	F-3311(11) F-3311(8) R/W	Marie Friedrichsmeier & the Heirs & Devisees of William Friedrichsmeier, Deceased	Parcel No. 12

Approval of Deeds & Easements was given on the following:

US 26	F-6501(5) F-6501(7) R/W	Karl M. Brown & Nellie A. Brown	Parcel No. 8.1
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The Board approved a quit claim deed granting a 20' point of access on the left (northerly) side centering on Station 713/58.

Approval of Permits to Use Right of Way was given on the following:

US 20- 26-95	F-3111(3)	Shell Chemical Company	3-68-172
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The Board approved a permit to use right of way by changing the 24' commercial approach to a 40' unrestricted approach at Station 57/05 and a 20' farm approach to a 40' unrestricted approach at Station 66/70.

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

US 30 Spur	U-UG-3281(9)	Portion Lot 8, Block 1, Nampa City Acres, Addition No. 1, Canyon County (West- erly side of Nampa Boule- vard) - for the sum of \$100	Parcel No. 30R
I-80N	I-IG-80N-1(23)35	Portions N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, Section 15, Township 3 North, Range 2 West, Boise Meridian - Sale of Parcel 2-R (North) at \$1,700 and Parcel 2-R (South) at \$1,150 or the original cost to the State whichever is higher.	Parcel No. 2-R (North) & 2-R (South)

I-80N I-80N-1(6)14

Portion Government Lot 5, Parcel No. 21½
 Section 6, Township 5 North,
 Range 3 West, Boise Meridian
 (Southwesterly side of high-
 way) - approved sale for
 \$11,000

Board Meets with Commissioner of Law Enforcement Mills Regarding Board's and Governor's Decision of Ports of Entry. Board Chairman R. Doyle Symms, Board Member C. Ed Flandro, State Highway Engineer Mathes, Deputy State Highway Engineer Christensen and Board Executive Secretary Summers met to apprise the Commissioner as to the outcome of the Wednesday meeting with the Governor. They informed Commissioner Mills that the Governor's desire was only to choose the route that was best for Idaho and was not insistent that the Department of Highways take over the operation of the ports of entry.

Commissioner Mills outlined that his Department would staff the nine remote fixed scale operations with twelve men for \$187,000 including personal car mileage, salaries, etc. He proposed to add three more additional fixed scale sites in the future. The costs of operating the three are included in the above figure.

The Board indicated that this would be acceptable and that the required financing would be handled through interdepartmental billing procedures.

Commissioner Mills stated he would be meeting with the Governor and subsequently advised the Department that the Governor, as per the Board's recital at the noon luncheon, was in agreement.

Glenns Ferry Interstate 80N Location Questioned. The following delegation met with the Board:

F. V. Barr, Secretary-Treasurer, Bennett Creek Grazing Association
 H. E. Blanksman
 M. R. Tridle
 Bert A. Waller, Hammett
 L. J. Russell
 J. Wilson Steen, Commissioner, Glenns Ferry Highway District
 Pat Nobles
 Lorin Humpherys, Board Chairman, King Hill Irrigation District
 Jack Gjording, Koffee Kup Cafe, Hammett
 Virginia Gjording, Koffee Kup Cafe, Hammett
 Karl E. Koch, State Representative, Elmore County
 Arlene M. Koch, Koch Lumber Company, Hammett
 Ralph Egusquiza, Hammett Service & Grocery, Hammett
 Richard C. King, School District 192, Glenns Ferry

Gilbert C. Walker, Jr., Chamber of Commerce, Glenns Ferry
 Robert Graham, Glenns Ferry Highway District, King Hill
 George Powell, Glenns Ferry School District
 William H. Bennett, Caldwell
 Alvin Joslyn, State Representative, Elmore County
 William Sloviocyt

Also present was Mr. Omar L. Homme, Division Engineer, Bureau of Public Roads.

The appointment for the meeting with the Board was made by Robert Graham of King Hill. There were six people favoring a new location across the mesa lands from Mountain Home directly to the Glenns Ferry area immediately northwest of town. Thirteen of the people present at the meeting from the Hammett area, who were not invited by Mr. Graham, assured the Board the location as has been planned is where it should be. The two Elmore County House Legislators differed with one another. There were no Elmore County Commissioners or City Council officials from Glenns Ferry present.

Mr. Graham and his group requested the Board to rehear the matter of location on the mesa route at a future Glenns Ferry hearing. The Board made no commitment on the rehearing of the matter but stated they would take it under consideration.

Statements filed with the Department at the meeting and before the meeting by the Glenns Ferry Highway District, the Glenns Ferry Chamber of Commerce and a revised statement presented at the meeting by Mr. Steen are on file in the Board Executive Secretary's office.

The Board explained that local service to the Hammett area and as a better connection to the State Highway 51 area were factors that caused the Board to approve the present Interstate 80N location.

The Board then directed the Department to meet with the affected School District officials, Irrigation District officials and City of Glenns Ferry officials to make sure that all the correct information possible is made available to the groups on the present proposed location that they may be fully advised as to the facts concerning benefits and costs of the proposed route over the requested mesa route made at the Board meeting. The District Engineer and others meeting with the local groups are to report back to the Board at a later date as to the local officials acceptance of the present Interstate location.

Single Loading Table Legislation Jeopardizes Federal-aid Moneys.
 State Highway Engineer Mathes outlined draft legislation given to him by Mr. Jack Farley of the Department of Law Enforcement. This legislation would eliminate the general loading table set forth in Subsection

49-901(b) of Idaho Code and allow all vehicles to operate within the limits of the higher loading table set forth in Subsection 49-901(c) of the Idaho Code. Such legislation could impair the allocation of Federal-aid Highway Trust Funds. State Highway Engineer Mathes will analyze the draft bill further to verify its impact on Federal-aid. The Board is opposed to such legislation if Federal-aid would be jeopardized.

Monthly Maintenance Report. A snow plowing and sanding report was submitted to the Board by Assistant State Highway Engineer (Operations) Richardson. The report is on file.

Snow Removal Request Off Of State Highway System Denied. A letter was read from Denis Borman, Fall Creek, on Elmore County's road system, which was referred to the Board by the Governor.

The amount of county road from State Highway 68 was such that it would be impractical and would violate the Board policy of spending operation money off of the State Highway System.

The Board Executive Secretary was requested to so advise Mr. Borman of the Board's decision to continue this policy and also that such procedure is dictated by Idaho statutes.

Outdoor Advertising Sign Permit Dead Line Extended Three Months. With 1,600 of 11,000 sign applications completed, the Board authorized the extension dead line to March 31, 1969, from December 31, 1968, that more outdoor advertising structures might be brought into compliance with the Act by the completion of permits legalizing such signs. 1968 permit fees are to be collected from those not signed up with sign permits.

Negotiation on Abandonment of Post Falls Four-lane U.S. 10A Authorized. Since by an old agreement the State had entered into with the local jurisdiction to maintain in perpetuity two of the four lanes of U.S. 10A in the vicinity of Post Falls now presents a problem since the Interstate will bypass this four-lane section and is to be removed from the State Highway System. The Board directed the Department to negotiate the matter with the local highway district regarding future local maintenance of the section that other road closure agreements would not be in jeopardy that are necessary to Interstate contract letting.

The negotiations should be based on amortizing the maintenance costs of two of the four lanes to be abandoned to the highway district.

State of Washington Asks Idaho's Cooperation in Dropping Designation of U.S. 10. The Board was advised of a Washington State request for Idaho's concurrence in dropping U.S. 10 as an overlapping route number along Interstate Route 90.

The Board directed the Department to consult with affected communities along the route and report back to the Board.

Slow Moving Traffic Legislation Request Reviewed. The Board Executive Secretary presented correspondence from Homer Deal of the Governor's Safety Council proposing legislation concerning a law requiring slow moving traffic to pull off of the travel way where turnouts are provided.

State Highway Engineer Mathes thought it best to confer with Mr. Deal as to the problems inherent in such legislation citing reasons why the Board could not see its way clear in lending the requested support to such legislation. An advisory signing program would appear to be more reasonable at this time.

Board Approves Wording in Legislation Enabling a County to Work Up Agreements with Forest Service on Improved Roads. The matter of legislation providing for agreement between County road jurisdiction with the Forest Service whereby the improved roads maintained by the County in the forest would be added to the highway user revenue mileage for the County.

The Board does not object to such legislation provided that it is applicable to improved roads only.

Request for Fiscal 1970 Public Lands Moneys Approved. The Department submitted for Board consideration a request for \$1,790,000 in Public Lands Highway Funds for fiscal 1970 to be applied to three separate highway projects totaling 44.8 miles in length.

1. Oregon State Line - Northeast (U.S. 95)
 - A. \$890,000 Public Lands Funds to be supplemented with a \$250,000 Federal-aid Primary and major reconstruction project through the private lands.
2. West Boundary Clearwater National Forest (Milepost 88.3) to Milepost 114.5 - Lewis and Clark (U.S. 12) Highway (Major reconstruction project)
 - A. \$500,000 Public Lands Funds to be supplemented with a \$270,000 State Federal-aid Primary project through the private lands.
3. U.S. 93 - Shoshone Ice Caves North and South
 - A. \$400,000 for 12.4 miles plant mix paving to be supplemented with a \$50,000 State Federal-aid Primary project through the private lands.

The Board concurred in the Department submitting the above request for Public Lands moneys.

Delay in Signing of Outdoor Advertising Agreement with Secretary of Transportation Discussed. The Board heard a report concerning the position of the Federal Highway Administration on the execution of an agreement covering outdoor advertising controls in Idaho. The two primary items of disagreement are Idaho's 100 foot spacing standard for signs in commercial industrial areas and Idaho's position on certification for zoning classification. The Board indicated that they do not intend to hold an additional hearing and that Idaho's proposed agreement should be resubmitted to the Federal Highway Administration without change in either of these two items.

FRIDAY, JANUARY 17, 1969

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

R. Doyle Symms, Chairman
C. Ed Flandro, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Montpelier Chamber of Commerce Visits Board. Kenson E. Pollard and Lyle G. Tapper, Montpelier Chamber of Commerce officials, met with the Board to discuss ways and means of disposing of a junkyard southwest of the Washington Street overpass location and were advised that it is within the control of the City to properly zone the land in question that under the Beautification Act action could then be taken in screening or removing junk or dump yards or left as is if commercial zoning were effected by the City.

The delegation then inquired as to the timing of the construction of the Washington Street overpass and were advised that it would be late in 1969 as there are now new standards in the way of lateral clearance for highway structures yet to be resolved.

The improvement of U.S. 89 in the canyon between Montpelier and Geneva, Wyoming was discussed and the delegation was advised that it is a Forest Highway route and suggested that the Chamber continue to represent itself at the Forest Highway hearings held each fall to present requests on the basis of local needs.

The Department noted that the planning program calls for widening of three narrow bridges south of town on U.S. 89. They also told the delegation nothing is contemplated from the Utah line north. Possibly some shoulder widening and sealing of the shoulders would be worked into the future betterment program for the section. Maintenance seal coating is also contemplated towards Geneva in the future betterment program.

Personnel Items. The Highway Board gave the State Highway Engineer authority to fill the positions of Surveys & Plans Engineer, District Engineer and Assistant Chief Right of Way Agent in a flexible manner in which he is planning with several alternates that will assure filling of the positions with the best available persons in the Department for those positions and the resulting vacancies by the primary promotions. To this, the Board concurred.

Out-of-State Travel. The Board authorized the following out-of-state travel:

Personnel Director Dave Murray and one other to recruit E.I.T.'s at: Utah State University, Logan, Utah, February 18 - 20;
Brigham Young University, Provo, Utah, February 25 - 28;
Montana State College, Bozeman, Montana, March 4 - 6.

State Highway Engineer Mathes to attend Rocky Mountain States Transportation Council, Subcommittee for Surface Transportation, Las Vegas, Nevada, February 7 & 8.

Department Submits Construction Program History Since 1957. The Board was presented with a complete analysis of the distribution of construction funds by district and geographical areas on the State Highway System since 1957. A copy of the report is in Central Files.

It clearly showed by graphic needs indicators how the money was distributed according to the deficient sections both as to rural and urban areas. A chart explained the calendar time experience in project development by stage analysis. Result: 4½ to 5 years being required from planning stage through to contract letting timing.

Speed Limits in Nampa (US 30, SH 55, SH 45). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30, SH 55 and SH 45 in the City of Nampa, as recommended and stated in marked Exhibit A-256, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Four (SH 99). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 99 from Kendrick Urban Extension to Troy Urban Extension, as recommended and stated in marked Exhibit A-257, which is made a part hereof with like effect as though extended in full herein.

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Speed Control Zones in District Four (SH 9). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 9 from North of Jct. with SH 8 to Jct. with US 95A, as recommended and stated in marked Exhibit A-258, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Four (SH 3). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 3 from Jct. with US 12 to Kendrick, as recommended and stated in marked Exhibit A-259, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Four (SH 8). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 8 from Washington State Line to Troy, as recommended and stated in marked Exhibit A-260, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-3281(21)	Phyllis Canal Bridge, Nampa	Partial Control, Type "B" *

* PARTIAL ACCESS CONTROL, TYPE "B"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

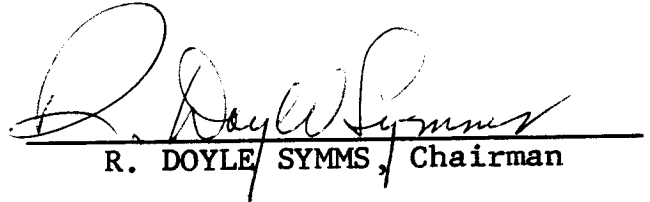
No new private approaches will be allowed.

Use of Private Approaches

All existing private approaches will be unrestricted as to use.

All approaches provided in conformity with this policy shall be shown on the approved plans.

WHEREUPON, the Board adjourned until its next meeting scheduled for February 17 & 18, 1969.



R. DOYLE SYMMS, Chairman

Read and Approved
February 18, 1969
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

February 17 & 18, 1969

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, February 17, 1969. Present were:

R. Doyle Symms, Chairman - Director, District 2
Howard B. Thomason, Vice-chairman - Director, District 3
C. Ed Flandro, Member - Director, District 1
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

I-15-1(28)47 Sec. "A"	Merrill Rd. I.C. - Portneuf River &
& I-15-1(34)47	Merrill I.C. Ramp
I-15W-4(29)73	Chubbuck I.C. Modification
ST-4113(551)	Rock Creek Headwall
SU-6709(5)	17th Street, Blvd. - Higbee
	(Idaho Falls)
F-4113(33)	Salmon River Bridges (Superstructures)
F-3311(9)	Homedale Bridge
SU-SUG-3753(1)	16th Avenue Overpass, Nampa
I-15-2(21)93 "A"	West Blackfoot I.C.
F-2351(6)	Shoshone - West

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F-4113(32)
 Stockpile No. 3540
 STM-2011(510)

White Bird Creek - North
 N.E. Eagle & N.E. Lucky Peak
 East Declo - Utah State Line

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

Stockpiles 2546, 2549, 2550, 2551, 2552 & 2553 - The work consists of furnishing 1/2" aggregate and cover coat material in various stockpiles adjacent to U.S. Highway 93, in Blaine, Custer, and Lemhi Counties - State financed. The contract was awarded to Hartwell Excavating Co., Idaho Falls, Idaho, the low bidder, on February 13, 1969, in the amount of \$53,950.00.

Stockpile No. 4568 - The work consists of furnishing aggregate for road mix pavement and special sanding material in stockpile adjacent to MP-43.5 (US-12), Orofino Maintenance Yard, in Clearwater County - State financed. The contract was awarded to DeAtley Corporation, Lewiston, Idaho, the low bidder, on February 10, 1969, in the amount of \$20,250.00.

STM-1778(521) & Stockpiles 1560, 1561 and 1562 - The work consists of seal coating approximately 10.4 miles of SH-34, Niter-Alexander Jct. and furnishing aggregate for road mix pavement, cover coat material and sanding material in various stockpiles in the vicinity of Preston, Malad and American Falls, in Caribou, Franklin, Oneida and Power Counties - State financed. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, on February 11, 1969, in the amount of \$61,116.50.

F-4113(37) - The work consists of constructing the roadway, drainage structures, a plant mix bituminous surface with seal coat and a 130 foot concrete bridge, over Slate Creek on 4.326 miles of U.S. 95, in Idaho County - Federal Aid Primary and State financed. The contract was awarded to Murphy Brothers, Inc., Spokane, Washington, the low bidder, on February 12, 1969, in the amount of \$1,052,036.00.

F-6501(5) - The work consists of constructing the roadway, drainage and irrigation structures, 42'-46' and 59' concrete bridges and a plant mix pavement on 9.774 miles of U.S. Highway 26, Ririe - Clark Hill, in Bonneville County - Federal Aid Primary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on February 21, 1969, in the amount of \$1,244,613.50.

I-15-1(28)47, Sec. "A" and I-15-1(34)47 - The work consists of constructing a plant mix pavement on 7.424 miles of Interstate 15, Merrill Road I.C. - Portneuf River, and reconstructing the NBL on-ramp, installing illumination and an overhead sign at the Merrill Road I.C., in Bannock County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$735,346.00.

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Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

SU-SUG-3753(1), 16th Street Overpass, Nampa, Idaho, Canyon County - Idaho Power Company; City of Nampa; Mountain States Telephone & Telegraph Company; Intermountain Gas Company

SU-6709(5), 17th Street in Idaho Falls (Boulevard Ave.-Higbee Ave.) - City of Idaho Falls

F-FG-3022(17), E. Conn. to Boise from I.S., Ada County - Boise Water Corporation; Intermountain Gas Company

F-6501(5), U.S. Highway 26, Ririe - Clark Hill, Bonneville County - Silver Star Telephone Company, Inc.; Mountain States Telephone & Telegraph Company; Utah Power & Light Company

I-15-1(34)47, Merrill Road I.C., Bannock County - El Paso Natural Gas Company

I-IG-90-1(48)5, Coeur d'Alene - West, Kootenai County - General Telephone Co. of the Northwest, Inc.; Idaho Water Company; Kootenai Electric Co-operative, Inc.; Washington Water Power Company

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

SH 39	S-1721(14)	Leonard S. Cornforth & Odella M. Cornforth; Chris N. Maisch & the Heirs & Devises of Annie J. Maisch, Deceased	Parcel No. 12
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The Board approved the condemnation with permission to continue negotiation by making available items in lieu of construction.

SH 39	S-1721(14)	Vaughn M. Christensen & Elaine S. Christensen	Parcel No. 17
US 95	F-3311(11) F-3311(8) R/W	Jack A. Phillips & Valla I. Phillips	Parcel No. 9
US 95	F-3311(11) F-3311(8) R/W	Graton Eason & Mary Eason; James K. Itano & Mable Itano	Parcel No. 21

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US 95	F-3311(11) F-3311(8) R/W	Allen A. Gooder, Bertha King, Blanche Sevy, Iola Carpenter & Laura Suter	Parcel No. 29.1 & 33
SH 45	S-3754(4)	Kenneth Casper & Lois Casper; Jay C. Neider & Connie A. Neider; Edna M. Fiedler; & Southwest Pipe of Idaho, Inc.	Parcel No. 4
US 95	F-FG-5116(21)	Moris Vergote & Mary Vergote	Parcel No. 12
US 20	F-FG-6471(32)	Ancel & Eliza Haroldsen	Parcel 8 (Portion of Remainder)

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 95	F-FG-5116(21)	S. Holderness & Ruby C. Holderness	Parcel No. 2
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The Board approved settlement of \$57,000 and gave authority to offer up to \$60,000.

I-80N	I-80N-3(22)159	Marvin L. Andersen & Anita G. Andersen & Freida Anna Garrels - \$34,000	Parcel No. 20 & 21
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Approval of Permits to Use Right of Way:

US 95	F-4113(14)	Johnson Lumber Co.	Parcel No. 9
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This request is to be held for further consideration.

US 95	F-5116(14)	Neil R. Wells	Parcel No. 8½
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This request was denied.

Discussion of Request Made by Mrs. Peggy Williamson of Caldwell (Lessee) for a Postponement of Sale for One Year of a Tract of Land on the Southwesterly Side of I-80N in the Vicinity of Sand Hollow Which Was Declared Surplus at Last Meeting of Board. (Project No. I-80N-1(6)14 - Parcel No. 21½) The Board agreed that the Department should proceed with the sale of the property near the Sand Hollow Interchange.

Report on Condemnation Settlement:

US 20

F-FG-6471(32)

Michael N. Marshal

Parcels 1 & 4

This has been settled for \$40,200, which amount included \$615 as interest. This is \$1,751 above appraisal.

Board Reviews Camas Prairie Location Study. The Board reviewed the Camas Prairie Location Study and were receptive to the preliminary recommendations made by the Department. No specific decision was reached as to when this study would be presented to communities in the Camas Prairie area. The Planning & Traffic Division used a trip length - traffic index as a measure of the statewide interest in a particular segment of highway.

Accident Study for State Highway 55 from Karcher Junction Westerly to Marsing Reviewed. The Board reviewed an accident study for State Highway 55 from Karcher Junction westerly to Marsing. The Board asked that the Department evaluate the feasibility of extending the planned 1970 project in that area approximately one mile to the west so the improvement would include the Lake Lowell Road intersection.

Speed Limits in Chubbuck (US 191, I-15, US 91, I-15W). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 191, I-15, US 91 and I-15W in the City of Chubbuck, as recommended and stated in marked Exhibit A-261, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Three (I-80N, SH 55). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N and SH 55 from Nampa Boulevard Interchange to Boise West Connector, as recommended and stated in marked Exhibit A-262, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Three (SH 55). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 55 from Jct. with US 95 to New Meadows Urban Extension, as recommended and stated in marked Exhibit A-263, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Three (I-80N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N from Oregon State Line to Milepost 143.05, as recommended and stated in marked Exhibit A-264, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District Three (SH 44, SH 55). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 44 and SH 55 from Jct. with State Highway 55 to Boise Urban Extension, as recommended and stated in marked Exhibit A-265, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-4113(48)	Skookumchuck Creek Bridge	Partial Control, Type "A" *

* PARTIAL ACCESS CONTROL, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

Board Concurs in City of Boise's Hearing Determination for Vista Avenue, Project No. SU-3786(5). A letter of January 22, 1969, from City of Boise Mayor Amyx was read to the Board reflecting the Boise City Council's favorable action on the public hearing held November 21, 1968, concerning the improvement of Vista Avenue between Overland Road and the Ridenbaugh Canal.

The Board concurred in the Boise City Council's determination and thus cleared the way for the City's Federal Aid urban project.

Department Legislative Bills Reviewed. The Board was apprised of the status of the Department's various legislative bills including gas tax retention, relocation assistance, mandatory fine weight schedule and the extension of the outdoor advertising date.

The Board directed the Department to submit additional legislation covering a quick taking right of way acquisition bill that was submitted to the 1963 Legislature but failed to pass.

Also approved for introduction at this session is a bill causing interest to cease when the 80 per cent stipulated money is deposited in the court. As of now, a 6 per cent interest is charged from the date of filing the condemnation to the time the property owner picks up the 80 per cent deposited with the court. The problem being that quite often the money is not claimed for some time by the property owner and the 6 per cent continues in favor of the property owner.

Weight Control Agreement with Law Enforcement Reviewed. The Board reviewed and officially signed the weight control agreement with the Department of Law Enforcement concerning certain procedures affecting interdepartment relations and finances in the above operation. A copy of the agreement is on file in Central Files.

February 17, 1969

Relinquishment Negotiation of Four-lane Section of U.S. 10 in Post Falls Area. The Department discussed the planned negotiation with the Post Falls Highway District, which they will attempt to negotiate in the area of \$10,000 to \$12,000 for the relinquishment to the Post Falls Highway District on the four-lane section of U.S. 10. U.S. 10 is overlaid by I-90 in the Post Falls Area.

Glenns Ferry's Request for Rehearing of Interstate 80N Location Discussed. The Board read letters from the Elmore County Commissioners, the City of Glenns Ferry and various legislators urging a rehearing of the route location.

The Board was apprised of the Department's expenditures to it in the way of engineering in excess of \$200,000 and also that no right-of-way has been bought on the present route which will serve the Hammett - Indian Cove area and follow the present highway to Glenns Ferry.

The Board determined to postpone a decision in the matter until the next day's Board business when the newly appointed member of the Board, Lloyd Barron, would be present as he is familiar with that area's economy.

Board Sets March and April Board Meeting Dates. The Board scheduled its March meeting for March 10 and 11, and its April meeting for April 7 and 8.

Montpelier Overpass Correspondence Read. The Board read two letters from the Montpelier Tri-State Bank which assured the Board the community had not changed its views in the proposed location of the railroad overpass on Washington Street.

Problems of Bonners Ferry Project No. F-FG-5116(8) Reviewed. Board Vice-chairman Thomason related his recent meeting with the City of Bonners Ferry officials. The problems concerning relocation of City owned water, sewer and electrical facilities were discussed in detail with the Urban Engineer.

The Board decided that the Department should arrange a meeting with the City of Bonners Ferry, immediately, and attempt to arrive at an agreement whereby the City would pay at least \$20,000 of the actual cost to relocate the utilities. Said \$20,000 to be accounted for in terms of capital outlay, not credits.

TUESDAY, FEBRUARY 18, 1969

The meeting of the Highway Board reconvened at 7:00 a.m. in the Hotel Boise, with the following persons present and participating:

R. Doyle Symms, Chairman
Howard B. Thomason, Vice-chairman
C. Ed Flandro, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

U.S. Highway 191 Eastern Idaho Legislators Discuss Needed Improvements of U.S. 191. The following legislators met with the Board, State Highway Engineer Mathes and Executive Secretary Summers at a breakfast meeting:

Senator James Ellsworth
Senator Ray Rigby
Senator W. Fisher Ellsworth
Senator J. Marsden Williams
Representative John O. Sessions
Representative Ralph Litton
Representative Melvin Hammond

The meeting was held to explore ways and means of expediting the reconstruction of U.S. 191, Idaho Falls to Chester.

The delegation inquired as to the feasibility of designating at a future time this route as a part of the Interstate System.

The Board assured them that such a system designation would be very remote as Interstate 15 parallels it and lies only a few miles to the west. Furthermore, any additions to the Interstate System would delay its ultimate completion of the Interstate throughout the nation. Any extension of the Interstate System would defer the ultimate expansion of the ABC Program.

Board Chairman Symms pointed out that the Board considers this route a high priority route for construction moneys.

State Highway Engineer Mathes stated that the future planning program for the route is completion in six years of four lanes through the towns south of St. Anthony, with two lanes in the rural sections, utilizing the present U.S. 191 for a relief route for local traffic. This time schedule is predicated on no delays occasioned by right-of-way acquisition, railroad agreements, etc., and assuming also that the present rate of Federal Aid financing will continue uninterrupted and with the same present Primary allocation during the six year period. He stated that \$13 million is assigned during the six years on the route

February 18, 1969

from Idaho Falls to Chester and that an additional \$10 million during an additional five years would bring the route up to four lane construction standards.

The delegation was appraised of the fact that approximately every third highway project on a given route is delayed an additional year because of right-of-way acquisition problems. Growing out of this statement, the subject of a quick taking act as a possible solution to uninterrupted construction was discussed. The legislators present suggested that the Board resubmit the quick taking right-of-way act that was submitted but failed in passage at the 1963 session.

The Highway Board then reconvened in Room 201 of the State Highway Building with newly appointed Board Member Lloyd F. Barron in attendance.

Minutes. The Board approved the minutes of the January Board meeting.

Maintenance Report. Assistant State Highway Engineer (Operations) Richardson presented the Board with a written report on the extraordinary maintenance occasioned by a heavy winter and an appraisal of potential flood damage areas throughout the State.

Overage Extension Approved. The Board approved the overage extension of Kent Farnsworth, Reproduction Technician, one year to May 1, 1970.

Personnel Promotions by Grade Approved. Upon the recommendation of the State Highway Engineer, the Board concurred in the promotion of the following personnel:

Bruce White to Assistant Chief Right of Way Agent, \$901.00 per month, to be effective February 1, 1969.

Howard Johnson to District Engineer, District 2, \$1206.00 per month, effective March 1, 1969.

Blaine Sessions to Surveys & Plans Engineer, \$1340.00 per month, effective March 1, 1969.

Marvin Lotspeich to District Engineer, District 4, \$1,267.00 per month, effective March 1, 1969.

Out-of-State Travel. The Board authorized the following out-of-state travel:

Dale Tankersley, Safety Director, to Intermountain States Safety Conference, Salt Lake City, Utah, March 11 - 14.

Phil Marsh, Planning & Traffic Engineer, to TOPICS Conference of B.P.R., Portland, Oregon, February 25 - 26.

Roy Jump, Maintenance Engineer, to WASHO Maintenance Meeting, Reno, Nevada, March 20 - 21.

Vic Richardson, Asst. State Highway Engineer (Operations), to Las Cruces, New Mexico, April 10 - 11, for New Mexico Highway Department's Second Highway in Service Training Conference.

E. L. Mathes, State Highway Engineer, to Washington, D. C., March 4 - 5 - 6, to join AASHO Executive Committee in meeting Department of Transportation Secretary John Volpe.

Kent Barber, ADP Planning & Systems Engineer, to Salt Lake City, Utah; Minneapolis, Minnesota; Detroit, Michigan; Sacramento, California; February 25 - March 2, for the purpose of testing I.B.M.; Control Data Corporation; Univac; Burroughs; and R.C.A. Computers as proposed for State use.

Board Discusses Legislation with Governor Samuelson. The Board discussed current pending legislation with Governor Samuelson with reference to House Bill 109 which would eliminate the two sets of weight standards and which has passed the House.

On inquiry, the Governor asked the Department to not withhold any information as to the possibility of a loss of Federal Aid if House Bill 109 becomes law from the Senate Transportation and Defense Committee that they might be fully informed as to the status of the bill as related to a wire from Mr. Anders, Chief Legal Counsel, Department of Transportation, Washington, D. C., which stated that if this bill is passed, Idaho would be subject to loss of its annual Interstate Federal Aid allocation.

Governor Samuelson asked the Department to submit a letter of request from the Governor to Secretary of Transportation Volpe pleading for their understanding and to look favorably in not withholding Federal Aid should House Bill 109 pass both houses.

The Governor also concurred in the Department's preparing and re-submitting the quick taking right-of-way act that was defeated in the 1963 session.

Legislators Meet with Board Concerning Gilbert Grade. The following legislators met with the Board:

Harold Reid, State Representative, District 8, Craigmont
Dennis Arnzen, State Representative, District 8, Cottonwood
Nels L. Solberg, State Senator, District 8, Grangeville
William G. Crutcher, State Senator, District 7, Orofino

The legislators urged that the present betterment work entailing a \$30,000 expenditure on the Gilbert Grade be extended $2\frac{1}{2}$ miles to the first bench northwest of the Prairie.

State Highway Engineer Mathes stated the Department would look into the matter but was very doubtful if the \$30,000 allocation would reach that point in improving the upper part of the Gilbert Grade.

Sandpoint Chamber of Commerce and City Discusses Bridge Street Structure, Project No. F-FG-5116(9). Mayor Floyd Gray of Sandpoint, along with Archie Yager, L. G. Moon, Jr. and William Wyatt, appeared before the Board urging that the Department assist the City financially in the construction of a bridge over Sand Creek on Bridge Street in lieu of a bridge and connection planned to be constructed on Cedar Street in conjunction with the future relocation of U.S. 95 through the City.

The Mayor stated that the City has approved, by election, a \$100,000 bond issue but that the bridge is estimated to cost \$150,000. Mayor Gray pointed out that Bridge Street is the only practical access to the City park and beach and that the existing structure has been declared unsafe.

The Board expressed their desire to cooperate with the City and, told Mayor Gray that depending on the legal aspects involved, the Department would advise him of the basis on which the State might cooperate.

In later discussions, it was determined that the State would offer to participate with the City in the amount of one-third of the cost but not to exceed \$50,000, in lieu of future construction of a bridge on Cedar Street, provided that the City will agree that the Cedar Street bridge and its connection to the future highway will not be built. Provided, further, that the City will obtain local approval for elimination of any future Cedar Street bridge from the railroad company, affected businesses, and the County and Highway District involved.

Revised Fencing of Northbound Off Ramp I-15, West Broadway, Idaho Falls, Requested. Paul W. Warner, Director, Big Boy Family Restaurants, Salt Lake City, Utah, appeared before the Board requesting the lowering of the right-of-way fencing off the northbound ramp of I-15, West Broadway, Idaho Falls. This is required, Mr. Warner stated, if the customary landscaping is to be applied to this restaurant as is the policy at all Big Boy restaurants.

The Board requested the Department to see if the fencing could be lowered and still offer the protection intended by a right-of-way fence in order to accommodate an improved visual appearance of the restaurant grounds.

State Highway Engineer Mathes stated that they would look into the matter with the Bureau of Public Roads and advise Mr. Warner as to the Bureau's thinking and, if so, as to what costs are entailed.

Mr. Warner assured the Board that they would gladly stand the cost of reducing the level of the fencing together with the posts in the area concerned.

Clearwater Lumber Company Urges Additional Access to Saw Mill Area. James K. Johnson, President, Clearwater Lumber Company, Spalding, presented a plot plan of the access to the properties as are now in force. One of the accesses is entirely too steep to negotiate with loaded logging trucks.

The problem has become acute since the Nez Perce Park Road route, which the logging trucks have been using over the years, will be closed March 1 to the log haul, Mr. Johnson reported. To which, the Department confirmed.

The matter was left to the Department to contact the U.S. Bureau of Public Roads for a 40 foot approach from U.S. 95 at a point where the mill's logging trucks could safely enter and leave the mill property.

The matter will be brought back to the Board for final concurrence if the solution can be agreed upon with the Bureau of Public Roads.

Owyhee, Canyon and Elmore Counties and Senator Yarbrough Delegation Urges Extension of State Highway 68. Senator Walter Yarbrough headed a large delegation from Owyhee, Canyon and Elmore Counties, including the following:

Representative Ernest Allen, District 13, Nampa
 Senator Robert Rowett, District 19, Mountain Home
 Representative Virgil Farner, District 13, Nampa
 Rodney Hawes, Owyhee Nugget, Marsing
 Charles Falen, Falen's Appliance, Marsing
 H. R. Harn, Director, Eastern Idaho Chamber of Commerce, Dubois
 C. E. Gough, Idaho Free Press, Nampa
 G. M. Brown, Chairman, Chamber of Commerce Highway Committee, Nampa
 Robert W. Sarles, Manager, Chamber of Commerce, Nampa
 Cash Harper, Chamber of Commerce Highway Committee, Nampa
 George E. Kellogg, Chamber of Commerce, Nampa

The delegation urged the Board to extend State Highway 68 from Mountain Home to Grand View, thence to Marsing and ultimately place the present Owyhee County paved road from Murphy to Indian Cove and Hammett on the State Highway System. Senator Yarbrough graphically showed acreage in the area under irrigation and the potential doubling and tripling of the present acreage through a pumping irrigation system in the future.

Senator Yarbrough pointed out there were only two one-way bridges in 100 miles along the Snake River in Owyhee County and that, in his opinion, Owyhee County because of its expanse of public domain and B.L.M. lands does not have its share in return for the contribution of public lands to the rest of Idaho in relation to State highway mileage entitled to Owyhee County because of the vast public domain acreage.

State Highway Engineer Mathes pointed out that the allocation of Federal Aid to the states is on total area and not necessarily in relation to public domain lands.

Board Chairman Symms stated he thought sometime that the roads discussed should be an extension of the State Highway System.

No commitment was made by the Board in the way of accommodating Senator Yarbrough's request.

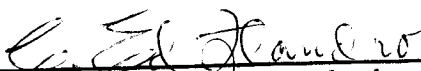
Glenns Ferry's Request for Rehearing of Interstate 80N Location Discussed. The Department went over again for Board Member Barron information regarding the request for a rehearing of the Interstate 80N relocation between Mountain Home and Glenns Ferry.

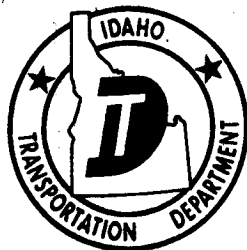
Mr. Barron urged the Board to postpone a decision until the next meeting in March which would allow him time to review the problem with people in the affected area. To this, the Board concurred.

Board Reorganizes. The Board reorganized to be effective at the March meeting by unanimously electing C. Ed Flandro, Chairman; Howard B. Thomason, Vice-chairman; and Lloyd F. Barron, Member.

WHEREUPON, the Board adjourned until its next meeting scheduled for March 10 & 11, 1969.

Read and Approved
March 10, 1969
Boise, Idaho


C. ED FLANDRO, Chairman



HISTORICAL RECORDS

Dated March 10, 1969 to April 19, 1971

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

An INDEX of the Board minutes by alphabetic arrangement and by project number from June 1951 to and including June 1977, is located on the last half of microfilm roll number HR-6.

A record of the legislative action which created each Department is on the next frame.

The microfilm images hereon are a true and accurate reduction of the actual MINUTES mentioned above. They have been filmed in the normal course of business and under authority of the Idaho Transportation Department Administrative Policy No. A-06-25 and statutes and regulations cited thereon.

MICROFILM ROLL NO. 12

SEAMAN S. MILLS
General Services Supervisor

Date Filmed 8 Sept 77

By Luan Knospe

Lens Reduction 25X on a Bell and Howell
Planetary Camera

FRONT

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

March 10 & 11, 1969

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, March 10, 1969. Present were:

C. Ed Flandro, Chairman - Director, District 1
Howard B. Thomason, Vice-chairman - Director, District 3
Lloyd F. Barron, Member - Director, District 2
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the February Board Meeting.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

I-IG-90-1(48)5 (Grading)	Coeur d'Alene - West
I-IG-90-1(48)5 (Strs.)	Coeur d'Alene - West
STM-5116(547) & STM-5121(532)	Bonnors Ferry - Oldtown (Bridge Painting)
I-15-1(28)47 Sec. "B"	Portneuf River - Portneuf
I-15-3(40)114	Shelley, Johns Hole, Sage Jct., Hamer & Dubois Interchanges
F-1024(25)	Garrett Way & Hawthorne (Pocatello)
S-6873(8)	Lemhi North & South

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-15W-4(29)73 - The work consists of modifying the handrail on the Chubbuck Interchange on I-15W, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to D. G. Quinton Co., Inc., Spokane, Washington, the low bidder, on March 14, 1969, in the amount of \$11,000.00.

ST-4113(551) - The work consists of constructing a concrete head-wall for pipe culvert at Rock Creek, located approximately 4 miles south-east of Culdesac at M.P. 298.71 (U.S. 95), in Nez Perce County - State financed. The contract was awarded to D. G. Quinton Co., Inc., Spokane, Washington, the low bidder, on March 7, 1969, in the amount of \$2,235.00.

SU-6709(5) - The work consists of constructing the roadway, drainage structures and a plant mix surface on 0.377 mile of 17th Street, Blvd. - Higbee in Idaho Falls, in Bonneville County - Federal Aid Secondary and County financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, on March 6, 1969, in the amount of \$111,344.50.

March 10, 1969

CCD199

F-4113(33) - The work consists of constructing the superstructures for a 702.5' and a 782' steel and concrete bridges over the Salmon River, McKinzie Creek - Slate Creek, in Idaho County - Federal Aid Primary and State financed. The contract was awarded to Sletten Construction Company, Great Falls, Montana, the low bidder, on March 18, 1969, in the amount of \$731,384.50.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

F-3311(11), Homedale Bridge - Wilder Jct., Owyhee & Canyon Counties - Owyhee Telephone Company

Approval of Proposed Settlement. The Board approved settlement in the amount of \$22,500 on the following:

SH 39	S-1721(14)	Leonard S. Cornforth & Odella M. Cornforth; Chris N. Maisch & the Heirs & Devisees of Annie J. Maisch, Deceased	Parcel No. 12
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Approval of Deeds was given on the following:

I-15	I-15-3(10)179	Union Pacific Railroad Company	Parcel Nos. 1RR & 1½RR
I-15	I-15-3(10)179	Oregon Short Line Railroad Company	Parcel No. 10RR

Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

US 20- 26	F-3111(3)	Henry's Farm Sales, Inc.	Parcel No. 8.1
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Note: (Permit to use right of way, No. 3-68-172, approved in January meeting of Board, 1969, as Shell Chemical Company)

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-80N	I-IG-80N-1(22)50	Portion Government Lot 3 of Section 7, Township 3 North, Range 2 East, B.M. - \$500.00	Parcel No. 38-R
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March 10, 1969

I-80N	I-IG-80N-1(22)50	Portion NE $\frac{1}{4}$ NE $\frac{1}{4}$, Section 7, Township 3 North, Range 2 East, B.M. - \$1,200.00	Parcel No. 65-R
I-80N	I-80N-2(15)50	Portion SE $\frac{1}{4}$ NW $\frac{1}{4}$, Section 19, Township 3 North, Range 2 East, B.M. - \$3,000.00	Parcel No. 14-R

Jury Award. The Board approved the jury award in the amount of \$30,000 on the following:

US 30N	F-1024(20)	Packer	Parcel No. 3
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Personnel Promotion Approved. Upon the recommendation of the State Highway Engineer, the Board concurred in the promotion of James Pline, Assistant District Engineer - District 2, to Traffic Engineer, \$1,149.00 per month, effective April 1, 1969.

Out-of-State Travel. The Board authorized the following out-of-state travel:

Master Mechanic Bill Froscher to a Motor Vehicle Maintenance Conference, Seattle, Washington, March 24 - 27.

One person to the AASHO - National Highway Users Conference Management Program at Santa Fe, New Mexico, June 15 - 20.

Personnel Director Dave Murray to Western States Personnel Conference, Reno, Nevada, April 16 - 17.

Urban Engineer Norman Crossley to Rocky Mountain Chapter, American Public Works Association Conference, Billings, Montana, April 17 - 18.

Assistant Traffic Engineer John Boesel to B.P.R. sponsored Emergency Highway Traffic Regulation Conference, Portland, Oregon, April 14 - 18.

District Engineer Harding and Assistant District Engineer Barrus to Corps of Engineers Hydraulics Laboratory, Bonneville Dam, Oregon, March 19 - 20, for an inspection of hydraulic testing of the Coeur d'Alene River Model.

One man to attend B.P.R. sponsored Conference on the 1970 Interstate Cost Estimate, Portland, Oregon, April 2 - 3.

Board Directs the Department to Proceed with Relinquishment of U.S. 95 McKinzie Creek Old Road Section. Upon completion of the twin bridge cutoff project on U.S. 95 at McKinzie Creek, the Board directed the Department to proceed unconditionally according to the powers of the Board with the relinquishment of the cutoff and abandoned section between ends of the project. Idaho County has not unconditionally agreed to accept the road, reserving, in their words, this Department's maintenance of the bridges.

Report on Legislative Bills Presented. The Department presented a status report of the various Department bills before the Legislature.

Board Member Lloyd Barron suggested that the Board Executive Secretary inquire of the Governor and, if agreeable, legislation should be drafted for a legislative interim study committee on the various road networks of Idaho on the basis of need. The committee and the Board are to jointly submit to the 1971 session of the State Legislature their needs study findings.

To this, the Board concurred.

Acquisition of Maintenance Shed Site in Island Park Authorized. The Board was apprised that the Forest Service would lease to the Department, on a twenty or thirty year basis, ten acres for a Department maintenance shed site on the old section of highway across the road and south of Island Park Lodge. The Board directed the Department to enter into such a lease agreement with the U.S. Forest Service.

Negotiation for Relinquishment of Old U.S. 10, Post Falls Section, Authorized. The Department apprised the Board that, in their opinion, a negotiated relinquishment of the Department's maintenance obligation for the old four-lane section of U.S. 10 in the vicinity of Post Falls could be negotiated for a lump sum in the vicinity of approximately \$12,000, being an amortised maintenance cost figure. The Board directed the Legal Division to draw up the necessary papers for submittal to the Post Falls Highway District for negotiation on that basis.

Board Authorizes Cooperative Agreement with City of Sandpoint Regarding Sand Creek Bridge Connection to New U.S. 95 Location. In a cooperative effort to assist the City of Sandpoint in replacing a dangerous structure over Sand Creek at Bridge Street, the Board authorized the Department to draw up an agreement with the City. The agreement would provide for exchanging the obligation of the Cedar Street structure for a structure at Bridge Street, and participating in one-third of the cost of a replacement bridge not exceeding \$50,000 participation, subject to certain releases on the part of the City. The releases would free the Department from any obligation to construct a bridge at Cedar Street or elsewhere in the area in lieu of the assist on the Bridge Street structure.

CCD199

Clearwater Lumber Company Access Considered. Clearwater Lumber Company's request for a change in access restriction on U.S. 95 near Spalding was reviewed.

In the interest of highway safety and with the Department having purchased control of access to U.S. 95, the Board instructed the Department to advise the Clearwater Lumber Company that the Board can not agree to the requested change in access presented at the February meeting at this time. The Board expects the Clearwater Lumber Company to clarify their position with the Nez Perce Historical Park authorities concerning the long standing public use of its industrial access through Spalding Park realizing that no other access existed prior to the construction of the present relocated U.S. 95 some six years ago. Failing, the Board would then reconsider the matter.

Glenns Ferry Request for Rehearing the Location of Interstate 80N Authorized. The Board read requests from the City of Glenns Ferry, Elmore County Commissioners and others for a public rehearing on the location of Interstate 80N in the Glenns Ferry area as well as requests for retention of the present location in a petition from people composed of Glenns Ferry and Hammett citizens.

The Board directed the Department to proceed to rehearing the matter on the present route and to suspend project development activities on the affected sections of the route temporarily until after the rehearing and a Board determination on the rehearing testimony has been had.

The Department now estimates it will take approximately four months to bring the matter to hearing.

Claim by Mrs. Sexton of Inkom for Killed Horse. A letter claiming \$300 damage for a mare belonging to Mrs. Sexton of Inkom was read by the Board. The mare was killed on Interstate Route 15.

The Board directed that legal phases of the claim be explored as to the Department's liability.

Nez Perce Soil Conservation District's Lewiston Hill Letter Read. The Board read a letter from the Nez Perce Soil Conservation District urging favorable consideration for a relocation of the Lewiston Hill route be made on the Ridge Route location north of Lewiston.

Data Processing Activities Report Presented. Administrative Director Neumayer discussed with the Board the Department's present activities in the use of data processing stating that programing is now being contracted for with local businesses and industry computer facilities with an expenditure of approximately \$10,000 per month.

March 10, 1969

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The Board was informed and concurred in the Department's requesting the Division of Management Services' approval of the issuance of a "letter of intent" to the I.B.M. Corporation for an 1130 computer-terminal in-house facility for the Department.

Camas Prairie Informational Meeting Authorized. The Board directed the Department to report at its April meeting regarding a seven per cent grade alternate on the Six Mile Creek location. The Board also directed that a single public meeting at Nezperce should be planned during the latter part of April or May for public presentation of the study. Such a scheduled meeting would allow the Board to obtain feedback of local reaction on the various alternates when the Board is on tour in North Idaho; after which, formal public hearings on a route to be selected by the Board could be scheduled.

Meeting with Bannock - Shoshone Tribal Council on Bannock Creek - Igo Project Reported. Deputy State Highway Engineer Christensen reported on a meeting with the Tribal Council regarding the above project. He reported that the Tribal Council is seeking congressional delegation assistance in supporting their request for an additional interchange. The Tribal Council was quite adamant in not cooperating with the Department's right-of-way acquisition, feeling that time is on their side and also not fearing any condemnation action as they are probably aware that Indian land can not be condemned under the eminent domain proceedings.

Since the Indian land negotiation is at an impasse, the project is stalemated until the Tribal Council reverses its position on an unjustified interchange demand.

State Highway Engineer's Report. State Highway Engineer Mathes reported to the Board concerning his recent meeting in Washington, D. C. with Secretary of Transportation Volpe. Mr. Volpe indicated that the Federal Highway Administration would be working more closely with AASHO in the formulation of highway policy. He told the highway department chief administrative officers meeting in Washington that there would be revised equal employment opportunity regulations issued very soon and that he expected some relaxation in the release of Federal Aid obligational authority.

The State Highway Engineer discussed the manner in which additions in mileage to the Interstate Highway System affect the completion of this program. He commented that, in his evaluation, legislation for adding mileage to the Interstate System would quite likely produce little benefit to Idaho since the demands from the more populous states and large metropolitan areas for this mileage would probably take precedence over Idaho.

Since a position on this matter will be important as AASHO develops testimony on proposals for future highway programs, Mr. Mathes suggested that it appears Idaho would best benefit by taking a position against

additions in mileage to the Interstate System. He further suggested that Idaho support a position to complete the Interstate System as now constituted; then retain the existing Federal Aid taxing structure and apply all Federal Aid Highway Trust Funds to Primary, Secondary and Urban programs on the existing basis of population, land area and past road mileage or some similar formula which would assure Idaho an equitable distribution of funds. The Board agreed that this would be the preferable program for Idaho. Should Congress, however, move to extend the Interstate Program, the Department would immediately press Idaho's applications for extensions.

Monthly Maintenance Report. Assistant State Highway Engineer Richardson reported to the Board concerning highway maintenance and particularly spring breakup. The greater than normal incidence of breakup is of current pressing concern and its impact on planned betterment and construction work for the 1969 construction season must be evaluated at the earliest possible time. The still present threat of flooding was also discussed with the Board. Reports from the Soil Conservation Service indicate that the Beaver - Camas Creeks drainage in the Spencer - Mud Lake area is critical along with the Lost River's and Wood River's drainages. The full report is on file in the Executive Secretary's office.

State Highway 55 Karcher Junction West Project Extended Three-tenths Mile Westerly. The Board was briefed on the feasibility of extending the above project, as urged by previous Board Chairman Symms in February, three-tenths of a mile further westerly, increasing the program cost by \$43,000, which will eliminate points of traffic hazard warranting this extension. The Board directed the Department to extend the project accordingly.

Speed Control Zones in District Six (US 20, 191). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20 & US 191 from Jct. with US 26 to Montana State Line, as recommended and stated in marked Exhibit A-266, which is made a part hereof with like effect as though extended in full herein.

TUESDAY, MARCH 11, 1969

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

C. Ed Flandro, Chairman
Howard B. Thomason, Vice-chairman
Lloyd F. Barron, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

March 11, 1969

CCA257

Request for a Median Cut on State Highway 24 Near Heyburn. Mr. Neal Olson representing Stinker Gas Stations appeared requesting an additional median opening on State Highway 24 north of the Interstate 80N interchange.

Mr. Olson is planning a truck stop at that location and in order to obtain maximum north and south bound traffic business, he felt that an additional median opening opposite his truck stop was necessary before proceeding with the building of the station. The Board took his request under advisement and asked the Department to study it in detail and report back at their April meeting.

Parking Prohibition on a State Highway (US 191). The Board approved parking prohibition between Milepost 199.57 & Milepost 235.57 on the east side and on the west side of U.S. Highway 191, located north of Ashton, as recommended and stated in marked Exhibit C-50, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (SH 87). The Board approved parking prohibition between Milepost 232.44 and Milepost 241.63 on the east side and on the west side of State Highway 87, located north of Island Park, as recommended and stated in marked Exhibit C-51, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (SH 47). The Board approved parking prohibition between Milepost 9.52 and Milepost 11.52 on the east side and on the west side of State Highway 47, located north of Warm River, as recommended and stated in marked Exhibit C-52, which is made a part hereof with like effect as though extended in full herein.

Board Reviews Department Salaries. A presentation by Administrative Director Neumayer revealed that the Department's overall salary position is approximately 11 per cent below the combined averages of the Highway Departments of the States of Montana, Wyoming, Utah and Nevada and about 15 per cent below an average of the same States with Washington and Oregon added.

The Department's current inability to attract engineers-in-training is becoming a major problem. Recruitment at two universities was canceled this spring due to the lack of interest in the Department's EIT offering salary. The Department's EIT entrance salary (\$673 per month) is 8.3 per cent - 8.9 per cent below the salaries offered EIT's by the adjoining State Highway Departments.

Mr. Neumayer said that increases reportedly approved or proposed in the adjoining states' salary structures indicates a worsening situation. Remedial action is needed soon if Idaho is to keep a competitive salary structure.

Adding to the problem, several agencies in Idaho who require college level employees are paying higher salaries than the Department for similarly qualified, and in some cases lesser qualified employees. These agencies have developed higher salaries to meet the competition for employees thus creating an imbalance compared with Highways.

State Highway Engineer Mathes indicated there are several alternatives that might be considered to improve our salary position. However, the Department is simply apprising the Board of the position at this time and is not presently prepared to offer any firm recommendations.

After some discussion, the Board directed the Department to mail additional information to them for review and to place this subject on the agenda for their April Board Meeting.

Owyhee County East - West Road Viewed. At the request of Senator Walter Yarbrough, the Board toured Owyhee County's east - west road from Marsing; to Grandview; to Bruneau and Jct. with SH 51, and thence to Mountain Home where the Board ended the tour and monthly meeting. No decision was reached by the Board in Senator Yarbrough's previous request to place the Owyhee County road on the State Highway System.

WHEREUPON, the Board adjourned until its next meeting scheduled for April 7 & 8, 1969.

Read and Approved
April 7, 1969
Boise, Idaho


C. ED FLANDRO, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

April 7 & 8, 1969

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, April 7, 1969. Present were:

C. Ed Flandro, Chairman - Director, District 1
Howard B. Thomason, Vice-chairman - Director, District 3
Lloyd F. Barron, Member - Director, District 2
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the March Board Meeting.

April 7, 1969

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The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

STM-2361(561), (562)	Cedar Crossing-Filer, Deadman Gulch-
& STM-2391(529)	Cemetery, E. 5 Points-Jct. I-80N
ST-1024(538)	Garrett Way & Gould Street (Pocatello)
F-FG-6741(44) Sec. "A"	R.R. Crossing-Lewisville Road
F-5141(3)	Plummer-East
ST-2391(530)	Nevada State Line-North
LSF-39-2(1)	Timmerman Rest Area
ST-5041(561)	1 Mi. E. of Wash. State Line-N.W. Blvd.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-15-2(21)93 - The work consists of regrading medians and flattening slopes on the Interchange of Interstate Highway 15 at West Blackfoot, in Bingham County - Federal Aid Interstate and State financed. The contract was awarded to Fife Construction Co., Inc. & Associates, Brigham City, Utah, the low bidder, on March 28, 1969, in the amount of \$76,372.52.

F-3311(9) - The work consists of constructing the abutment fills and a 687' steel and concrete bridge over the Snake River at Homedale, in Canyon and Owyhee Counties - Federal Aid Primary and State financed. The contract was awarded to Max A. Boesiger, General Contractor, Inc., Mountain Home, Idaho, the low bidder, on March 24, 1969, in the amount of \$472,849.53.

SU-SUG-3753(1) - The work consists of constructing the roadway, drainage structures, plant mix bituminous surface, 26' concrete bridge and a 766' concrete and steel overpass, on 0.407 mile of 16th Avenue in Nampa, in Canyon County - Federal Aid Secondary, Urban and County financed. The contract was awarded to Max A. Boesiger, General Contractor, Inc., Mountain Home, Idaho, the low bidder, on March 24, 1969, in the amount of \$928,126.90.

STM-2011(510) - The work consists of constructing a seal coat on approximately 48.4 miles of U.S. 30-S, East Declo - Utah State Line, in Cassia County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on March 31, 1969, in the amount of \$89,000.00.

Stockpile No. 3540 - The work consists of furnishing cover coat material in stockpiles in the vicinity of Eagle and Lucky Peak (SH 44 & 21), in Ada County - State financed. The contract was awarded to Bryan C. Rambo Crushing Co., Inc., Nampa, Idaho, the low bidder, on April 9, 1969, in the amount of \$31,151.00.

I-IG-90-1(48)5 (Grading) - The work consists of constructing the roadbed, drainage structures, constructing and paving frontage roads and connections on 5.604 miles of Interstate 90 from Coeur d'Alene - West, in Kootenai County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$1,290,735.95.

STM-5116(547) & STM-5121(532) - The work consists of cleaning and repainting 2 steel bridges on US-2 and 95, Bonners Ferry & Old Town, in Boundary and Bonner Counties - State financed. As the low bidder was 345.4 per cent over the engineer's estimate, all bids were rejected.

I-15-3(40)114 - The work consists of modifying handrail and guard rail on interchange structures of Interstate Highway 15, Shelley to Dubois, in Bonneville, Jefferson and Clark Counties - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Aiman Construction Company, Idaho Falls, Idaho, the low bidder, in the amount of \$41,298.00.

F-1024(25) - The work consists of partial grading, drainage, placing aggregate base, plant mix surface, traffic channelization and adjusting illumination facilities on 0.456 mile of US-30N, Garrett Way and Hawthorne in Pocatello, in Bannock County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$99,972.00.

Negotiations for Change of Interchange Locations on Interstate 15W Authorized. Deputy State Highway Engineer Christensen reported to the Board the possibility of offering the Fort Hall Indian Council a solution to their objections to Reservation service from the proposed plans on the Bannock Creek to Igo project. There is the possibility of offering to exchange an interchange at Bannock Creek, leaving only an overpass structure and moving the interchange to the Compressor Road location. This change, it is hoped, will appease the Tribal Council on their complaint as to service to the Reservation and across Interstate 15W.

Mr. Christensen is scheduled to meet with the Tribal Council tomorrow.

North Idaho Board Tour Itinerary Approved. The Board Secretary outlined meetings and scheduling of the May 18, 19, 20 & 21 Board Tour with meetings tentatively scheduled for Coeur d'Alene, St. Maries, Moscow, Lewiston and Nezperce, with the regular May Board meeting scheduled for one day only, Thursday, May 22.

Clearwater Lumber Company's Access Letter Read to Board. A letter dated March 27, 1969, from James Johnson, President of the Clearwater Lumber Company, stressing the necessity of an improved access to U.S. 95 was read to the Board.

It appeared to the Board from the letter that Mr. Johnson has not adequately negotiated the access through Spalding Park threatened to be extinguished by the Nez Perce Historical Park authorities. The Board viewed that before U.S. 95 was built in the area the Spalding Park was the only access to the mill site, that the Department should adhere to access controls and not enlarge or increase accesses to U.S. 95 because of the danger to highway traffic in that area.

It was difficult for the Board to visualize an access such as the Company had through Spalding Park could be extinguished without compensation or other access granted in lieu thereof by the now Nez Perce Historical Park people.

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Department Overtime Procedures Reviewed. Legislation by the Fortieth Legislature concerning employee overtime (House Bill 100) was reviewed with the Board. This new statute covering all State employees will be effective 18 May 1969.

An interim Board policy was proposed by the Department and unanimously adopted by the Board to assist in the Department's transition from the present program as follows:

1. The current overtime/compensatory time program of the Department will continue effective until 18 May 1969. Overtime/compensatory time records for all employees now covered under the existing program shall be continued to 30 June 1969 for adjustment in accordance with Section 4, of House Bill No. 100 of the Fortieth Idaho Legislature.
2. Beginning 18 May 1969 and continuing through 30 June 1969, all employees of the Department of Highways, except those who are now classified as having supervisory responsibility, will be eligible for overtime/compensatory time consideration when they are actually required to remain or report back after completion of the normal day or work week. No Department employee may be permitted to accrue overtime unless such overtime was authorized by an appropriate level of Department management prior to the employee engaging in such work.
3. Essential records shall be immediately established for all employees who it is expected may reasonably be involved in overtime/compensatory time payments.
4. Not later than 1 June 1969, a proposed register of personnel will be prepared to designate those positions or classes of positions which will not be eligible to receive cash compensation for overtime work as provided by Section 8 of House Bill No. 100 of the Fortieth Idaho Legislature. After review by the Idaho Board of Highway Directors, such register will be forwarded to the State Board of Examiners in accordance with Section 9 of House Bill No. 100 above referred to.
5. After return of the personnel classification register for cash overtime compensation from the State Board of Examiners, this interim policy will be re-examined and necessary changes made. The revised policy will then become effective for Department of Highways operations on this matter 1 July 1969.

The Board was apprised that the Department's overtime cost will be slightly more under the new program as more employees will be covered. The Department will propose a permanent program along with the positions to be covered at the May or June Board Meeting.

Department Salary Review with the Board. State Highway Engineer Mathes and Administrative Director Neumayer discussed the Department's salary situation with the Board in compliance with their request from the March meeting.

April 7, 1969

The Department's general compensation program and the present salary position was reviewed as it concerns salaries within Idaho and in the State Highway Departments adjoining Idaho.

The Board indicated their concern and requested that the Department review the entire matter with the State Personnel Commission and to determine their position and the relationship of Department salaries with those of other agencies. They asked that a report be made to them at the next Board meeting.

Award of Homedale Bridge and Nampa Overpass Discussed. The Legal Division and Department reviewed with the Board the awards of the two bids to Max Boesiger, General Contractor, Inc., as made by the State Highway Engineer and previously concurred in by the Board by phone.

The Board was apprised that the Department is advertising no projects in the future until the Department's bidding specifications have been revised to that which prevailed prior to 1967 on the subject of prequalifying dollar amounts in bidding as prevailed under Section 102.12 of the 1967 bidding specifications.

Request for Spalding Clearwater Bridge When Surplus Read. Idaho County Commissioners by letter asked the Department for the Spalding Clearwater Bridge structure when it is replaced by the Arrow Bridge and when the Spalding Bridge may be declared surplus.

Upon reviewing the minutes of 1965 concerning the matter treated in the Board's hearing decision of May 10, 1965, it was brought out that the bridge and its approaches will be relinquished to the local road jurisdiction when U.S. 12 is redesignated on the north side of the river at Spalding to cross the Clearwater on the Arrow Bridge when completed in 1970 or 1971.

The Board Secretary was to so advise the Idaho County Commissioners.

Semiannual Report to Board on Use of Consulting Services Made. In conformance with Board policy to report semiannually on the amount of consulting services secured and paid for by the Department, the following is from 10-7-68 to 3-7-69:

<u>Consultant Firm or Individual</u>	<u>Area or Depart- ment Used</u>	<u>Purpose</u>	<u>Amount</u>
Auto-Tronix Uni- versal Corporation	Data Processing	Data Processing (Adm. Systems Design Assistance)	\$596.00
Robert Studdert	Legal	Finish Research and Prepare Supreme Court Briefs, Sov- ereign Immunity	\$650.00
E. Oberbillig	Right of Way	Investigate Atlas Tunnel Mine - Mullan	\$372.48

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Reprinting of Oregon Trail Brochures Denied. The matter of the reprinting of 10,000 copies of the Oregon Trail Brochure over an eight month period during down time in our printing section at an approximate cost of \$1,000 was presented to the Board. The original plates and printing were made as an Idaho Centennial effort.

The Board determined that such a publication with pure highway user money was a questionable item and without any other Department of the State willing to finance the reprinting of the publication that the matter should be dropped.

Board Discusses with Commissioner Mills Financing for an Improved Operation in Weighing Vehicles on Idaho's Highways. The Board directed the Department to prepare a request for submittal to the State Board of Examiners for an inter-department transfer of funds from the Department of Highways to the Department of Law Enforcement in the amount of \$187,000.00 for the 1969-71 biennium. Purpose of the request is to provide funds for manning nine to twelve scale sites for the control of size and weight of loads moving on the State Highway System.

This action is consistent with a proposal entered into between the Departments of Highways and Law Enforcement on 22 January 1969 but which was not acted upon by the Fortieth Session of the Legislature.

Approval was given only after Commissioner Mills assured the Board that the program would be a firm one with the scales manned as required for effective control.

The Board stressed to the Commissioner its position as to the need for more positive action on the control of size and weight of loads. It was the Board's view that loads greatly exceeding legal limits have been and are now moving on State highways in some areas. The Board further commented that it believed the public expected it, the Board, to demand better enforcement on this matter.

Commissioner Mills responded with the observation that not all sites have been operational because of snow and lack of completion of the facilities. He agreed, however, that if the funds can be provided in the manner discussed, improved enforcement should be possible. He further emphasized that improved action by local courts in handling citations for violations would be the key to actually controlling the size and weight of loads to legal limits.

It was agreed that Commissioner Mills should proceed to employ personnel to man these stations now, utilizing funds currently available to the Department of Law Enforcement through 30 June 1969. While operations after 1 July 1969 will depend upon favorable action by the Board of Examiners, it was the opinion of the Board that the two Departments should proceed on the assumption that the Board of Examiners will approve the request.

A "public information" program aimed at pointing up the importance of this action for the protection of the State Highway System and the safety of the public using it must also be aggressively pursued.

April 7, 1969

Out-of-State Travel. The Board authorized the following out-of-state travel:

WASHO Conference, Phoenix, Arizona, June 1 - 6, six people from the Department including Board Secretary Summers, plus those Board members that may attend.

Highway Capacity and Design Conference, Salt Lake City, Utah, April 28 - May 2, Elmer Kassens, Engineer I.

Producers - Users Conference, San Francisco, California, May 14 - 16, L. F. Erickson, Materials & Research Engineer.

Functional System Classification Conference, San Francisco, California, April 23 - 26, Ed Equals, Planning Survey Manager.

B.P.R. Utilities Conference, San Francisco, California, April 15 - 17, one person.

B.P.R. Joint Development Conference, Seattle, Washington, April 29 - 30, Dean Tisdale, Planning Engineer.

Annual Intermountain Traffic Conference, Jackson, Wyoming, Saturday, May 3. Two personal cars are authorized with persons to pay their own expenses and on their own time.

Conference of AASHO Committee on Bridges & Structures, San Francisco, California, April 2 - 5, Robert Jarvis, Bridge Engineer. (Approved by Board by telephone on March 18)

One person from the Legal Division to Seattle, Washington, if necessary, to obtain deposition of a subcontractor involving the Sletten claim on Project I-90-1(23)62 that will be in pre-hearing shortly.

Appointment of Department Divisional Engineers Approved. Upon the recommendation of the State Highway Engineer after having gone through the Personnel Commission and the Review Committee, the Board concurred in the appointment of Everett Kidner to Assistant District Engineer, District 2, and Jerry Dick to Assistant Construction Engineer.

TUESDAY, APRIL 8, 1969

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

C. Ed Flandro, Chairman
Howard B. Thomason, Vice-chairman
Lloyd F. Barron, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

April 8, 1969

CCD199

Carl Moore of Lewiston Urges Board in Considering Lewiston Hill Relocation to Maintain a Good Connection With U.S. 195 at the Top of the Hill. Carl Moore, Manager, Port of Lewiston, met with the Board stressing the importance of a good road service to the Port of Lewiston from the east side of Washington. He stated it is paramount to the well-being of the City of Lewiston and emphasized the importance of maintaining a good usable connection with U.S. 195 at the top of the Lewiston Hill.

He pointed out that the Washington State Legislature at their last session placed on their State Highway System the Steptoe Canyon route which would meet the Snake River seven miles downstream from Lewiston. Also, that this session of the Washington Legislature has placed construction of the route in an omnibus bill which would place the construction some time in its twenty year program and it might be built earlier in the program if Idaho should make it difficult to make a good connection to U.S. 195 in the matter of relocating the U.S. 195 Lewiston Hill grade.

He was concerned about a mile and a half connection that would result if the North Fork route were finally selected by the Board.

He complimented the Board and Department in the determination to use outside consultants to make an economic environmental study of the alternate Lewiston Hill routes as affecting the City of Lewiston and the State of Idaho north of Lewiston.

U.S. 95 Legislators Meet Regarding Mesa Hill Improvement. Representatives John Edwards, Council, George Danielson, Cambridge, and Senator David Bivens of Payette came to the Board inquiring as to the progress the Department is making towards the improvement of the Mesa Hill relocation or improvement on U.S. 95.

District Engineer Sacht advised them that the Planning & Traffic Division has a route study underway and a report on which will be forthcoming.

State Highway Engineer Mathes stated that the project is in the five year program which contains approximately six years of work.

The delegation stressed the importance of a location that would offer a connection with the Indian Valley Road even though it would necessitate ruling out the Goodrich - Weiser River location, since Indian Valley residents rely on Council for medical and hospital services.

William Anderson, Beaver Creek Ranch, Requests Access to Interstate 15. William Anderson of Idaho Falls, partner - owner in the Beaver Creek Ranch development south of Dubois and west of Interstate 15, stated that within the next thirty days access must be had if the 1,000 acre seed potato planting on the land presently being developed is to be realized.

He also outlined to the Board the problem of crossing the Interstate to a potato processing plant east of the Interstate and next to the railroad that is in the planning stages of development.

State Highway Engineer Mathes stated that the only possible access at present would be possibly through a locked gate type of access from present Interstate 15 to the west but that the Department would have to make application to the Bureau of Public Roads and obtain their concurrence as all access to Interstate 15 had been purchased when the present section was built.

The Board directed the Department to proceed with an access request of the Bureau of Public Roads to the property as requested by Mr. Anderson if at all feasible.

Dietrich Location Reconsideration Requested by Representative John George, Shoshone, and Delegation. State Representative John George and Floyd Kisling along with W. Franklin Orr, Boyd Anderson, Walter Bowman, Glen L. Sorenson and Dewayne Aslett all of Dietrich made representation with pictures and similar statements as obtained in public hearing on the mile south line Dietrich hearing in 1968.

The Board pointed out that since three hearings have been held covering proposals to locate on the half mile and mile line, the design on the half mile is approximately completed and that it is very difficult to reconsider any other location in view of the highway user money that has been spent in the project development effort. It was pointed out that not only had the Board heard the people of the area in three hearings but had also viewed the firm location on the half mile line on the ground with some of this delegation last fall at which time they reaffirmed the Board's position in staying on the half mile line as determined at the last public hearing.

Prepared statements read before the Board are in the Executive Board Secretary's files for reference.

It was pointed out by the delegation that possibly \$21,000 of FAS funds now available to Lincoln County might be offered to the Board should the Board reverse itself and relocate State Highway 24 on the mile line.

Board Member Barron has asked the Department to update the cost factors on both lines before answering the request of the delegation and going to hearing on the mile line.

Wendell Chamber of Commerce Urges Change in Interstate 80N Interchange Service to Wendell. A delegation headed by Carl Iregon, Dale Bunn, Neal Ambrose, William Duggan, M. L. Gates, Charles Freeman and A. B. Meistad appeared before the Board urging that a full interchange be developed for the south entrance to Wendell with a half interchange remaining as planned for a west entrance. The reason cited by Mr. Ambrose and others was the increasing growth of truck traffic in and out of Wendell since the original hearings were made. They stated that the service frontage roads offered as circulation routes between the half interchange present real problems in turning movements, as well as the railroad crossing causing delays and, if Wendell is to continue to grow as it has been, a full interchange is required to the south.

April 8, 1969

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State Highway Engineer Mathes informed them that if they could submit all the factual data possible as outlined in the delegation's presentation, a review would be made of it and if there could be developed from it justification for a full interchange at the south, a plea would be made to the Bureau of Public Roads for the additional two ramps making a full interchange on the south. He pointed out that without ample justification and considerable more than is apparent to date, that, in his opinion, the City might lose the half interchange to the west if insistance continues on compromising for a full interchange on the south. In that case only an overpass structure would be justifiable on the west half interchange location, and the State highway would no longer be designated through town.

The delegation stated that they had to have, in any event, a half interchange on the west rather than just an overpass structure.

The Board directed the Department on receipt of additional material to pursue its efforts towards attempting to justify for the City a full interchange to the south.

Tax Commission Urges Board to Allocate Funds for Additional Motor Fuels Field Auditors. The Tax Commission, Chairman L. I. Passmore, Ewing H. Little and Don C. Loveland, met with the Board pointing out that with approximately \$28,000 expenditure annually for two additional field auditors, including travel expenses, that the Tax Commission is convinced considerably more than that amount could be obtained through audits of motor fuel companies that have not been audited for several years.

Commissioner Little stated \$72,000 has been collected in unpaid taxes during the year of 1968 by the two field auditors working in pairs while auditing motor fuel firms outside of Idaho. He said he is convinced that nearly twice that amount could be recovered with another auditing team.

Fifty-two firms, including some of the nation's large refineries, were audited and that another forty-five companies were unable to be audited because of the lack of auditing personnel. Some have not been audited since 1964.

When asked if they had presented this to the Legislature, Mr. Passmore replied that the Budget Director and Appropriations and Finance Committees heard their budget presentation over various time segments so that the continuity of really analyzing their requests for additional auditors was never before a full committee.

The Board directed the Department to meet with the Commission and review their proposal. The Board further directed that any submittal to the Board of Examiners of the matter should be made by the Tax Commission.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

SH 39	S-1721(14)	George James Prestidge & Edith L. Prestidge; Heirs & Devises of Robert P. Pearsall, Sr., Deceased	Parcel No. 16 & 16-E-1 to 16-E-4 (inc.)
US 30	F-2361(11)	Rainbow Trout Farms, Inc.	Parcel No. 18
US 30	F-2361(11)	Ray Williams & Mary Williams; Frances Seddon & Carrol Seddon	Parcel No. 19
US 95	F-3311(11) F-3311(8) R/W	Graton Eason & Mary Eason; Volney W. Hickox & G. Ione Hickox; Volney W. Hickox, Jr. & Nona Irene Hickox	Parcel No. 21.1
US 20	F-FG-6471(32)	Grant P. Packer & Beverly W. Packer; Elihue B. Davis & Lillian M. Davis	Parcel No. 42

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-90	I-90-1(15)16	Milton I. Higgins & Maybelle Higgins - up to the amount of \$250,000	
I-90	I-90-1(45)69	Atlas Mining Company - to \$32,880	Parcel No. 49
I-80N	I-80N-3(22)159	William M. Guheen, et al - to \$25,850	Parcel No. 4

Approval of Deed was given on the following:

I-15	I-15-1(36)21 & LSI-15-1(7)	William Glenn Jones & Anna Lyle Jones	Parcel No. 10R & Parcel No. 2
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Approval of Permit to use Right of Way.

I-80N (Curtis Road)	I-80N-1(22)50	Ada County	3-69-38
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The Board approved the permit to use right of way pending Bureau of Public Roads approval.

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-15	I-IG-15-2(4)78	Portion Lot 21, Section 6, Township 5 South, Range 35 East, Boise Meridian - \$450.00	Parcel No. 8 $\frac{1}{2}$
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Pocatello Airport Clear Zone Deed Correction Authorized. The Board authorized the Department to accept a correction deed from the City of Pocatello containing clear zone covenants required for airport navigation.

Lena Sexton's Claim for Killed Saddle Horse Denied. Upon the recommendation of the Chief Legal Counsel, the Board denied a claim of Lena Anken Sexton, Inkam, dated February 23, 1969, for a saddle mare that was killed on Interstate 15 north of the Inkam cloverleaf on December 4, 1968.

The Board directed the Executive Secretary to advise Mrs. Sexton that the Department had no legal basis on which to pay the claim.

Bonnors Ferry Bypass Project Development Discussed. In discussing with the Board the delays caused by right of way problems on the above project, the Board authorized the Department to make use of the new quick take law on the Sandy parcel after the law becomes effective May 18 and after the consummation of the railroad agreement. The determination on the Sandy parcel was made after a requested stipulation of possession failed to materialize.

Board Approves Research Towards Drafting Sovereign Immunity Waiver for Next Session. The Board concurred in the Department's and the Chief Legal Counsel's recommendation that legislation be drafted in a manner that the Department could live with in the waiver of sovereign immunity of the State of Idaho, which is anticipated to be a major piece of legislation at the next session of the Legislature.

Chief Legal Counsel Tway stated he would work closely with the Attorney General's office in the legislation drafting problem.

Broadening of Issuance Points of Overweight Permits Discussed. State Senator Cecil Andrus, Lewiston, requested by letter 24 hour availability of overweight permits for the Orofino area.

The Department intends to explore the feasibility of increasing the availability of overweight permits by contacting those permit users in the area as to how the present availability fits their overweight permit needs.

Time Extension for Outdoor Advertising Discussed and Policy Approved. Upon the recommendation of the Department, the Board considered the possibility of extending the effective date for outdoor advertising permits and determined not to extend the deadlines that have been advanced twice during the last twelve months and expired March 31. The Board directed the Department through publicity and public relations to attempt to obtain compliance with no further extension and directed that the 1968 permit fees out of fairness to those that did comply to not waive them for those sign owners that have not complied to date.

The Board directed the Legal Division to take appropriate legal action to bring into compliance sign owners as to legal obligation of the Department in administering and collecting the outdoor advertising permit fees as set forth by the 39th Idaho Legislature.

Monthly Maintenance Report. Assistant State Highway Engineer (Operations) Richardson submitted a maintenance report dated April 7 listing road surface breakup by Districts throughout the State together with an evaluation of flood potential.

Board Discusses Redistribution of Local Uncommitted FAS Funds. State Highway Engineer Mathes advised the Board that approximately \$600,000 in uncommitted local FAS funds allocated to counties had not been assigned to projects and are, therefore, available for redistribution. Mr. Mathes stated that the Department itself is very short of FAS funds and will request that some of this money be made available for use on the State Highway System. The Board determined that local units of government now using FAS funds be advised of this situation and that assignment of uncommitted funds will only be to projects which can be ready for early contract. Projects on the State Highway System will be considered eligible. In this respect, the Board also accepted the offer of Gem County that \$23,900.00 in FAS funds now available to Gem County be assigned to Project FAS-3836(2) at Emmett.

Report on Camas Prairie Supplemental Investigation of Truck Lane for Grade Reduction for Six Mile Creek Stated. The Planning & Traffic Division, in response to an inquiry from the March Board meeting as to the increased cost of truck lanes on the Six Mile Route, reported the cost would be an additional \$500,000.00. The District is continuing to study cost factors involving a reduction in grade on the route.

Policy on Allocation of Moneys to Idaho Cities from TOPICS Program Approved. The following policy was adopted by the Board as to the allocation by the Department who administers the TOPICS Federal Aid money for Idaho for those Traffic Operations Program to Improve Capacity and Safety in urban and rural areas to be on the basis of need.

The Board authorized the Department to cooperate with Idaho cities in planning and construction of projects in urban areas designed to alleviate traffic congestion and to reduce accidents.

Federal highway trust funds available for TOPICS shall be allocated on a needs basis. It is expected that the greatest needs will occur on the existing Federal-aid systems in the larger urban areas.

The Board directed the Department of Highways to communicate with affected Idaho cities and to determine their needs and desires regarding the Traffic Operations Program.

Status of Stinker Stations Request for Median Opening on State Highway 24. The Department reported on the March Board meeting request of Mr. Neal R. Olson, representing Fearless Farris Stinker Stations, requesting an additional median opening to serve the Stinker Station property and the adjoining property adjacent to State Highway 24 north of the I-80N interchange.

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Based on the Department's recommendation, the Board agreed to allow an additional median opening at approximately station 236+40 if the several private approaches in that area would be consolidated into a single approach opposite the new median opening.

Parking Prohibition on a State Highway (US 191). The Board approved parking prohibition between Milepost 196.50 and Milepost 235.57 on the east side and on the west side of U.S. Highway 191, located north of Ashton, as recommended and stated in marked Exhibit C-53, which is made a part hereof with like effect as though extended in full herein.

WHEREUPON, the Board adjourned until the North Idaho Board Tour which is scheduled for May 18 - 21, and its next meeting scheduled for May 22, 1969.

Read and Approved
May 22, 1969


C. ED FLANDRO, Chairman

MINUTES OF SPECIAL MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

April 24, 1969

A special meeting of the Idaho Board of Highway Directors was called by State Highway Engineer Mathes for Thursday, April 24, 1969.

Purpose of the meeting was to apprise the Board of an apparent situation involving payment of fraudulent claims by the Department of Highways to a nonexistent company for utility adjustments which had not been made.

The Board met at about 10:00 a.m. at the offices of the Department of Highways on State Street in Boise, Idaho. Present, in addition to the Board, were State Highway Engineer Mathes, Board Executive Secretary Summers, Deputy State Highway Engineer Christensen, Chief Legal Counsel Tway, and Department Controller Whaley.

Events leading to discovery of the apparent fraudulent claim situation were reviewed for the Board by Deputy State Highway Engineer Christensen.

At about 3:30 p.m. on Wednesday, April 23, Department Controller M. C. Whaley came to the office of Mr. Christensen and informed him of an apparent series of falsified payments originated within the Department. Some thirteen vouchers covering the period August, 1967, through March, 1969, totaling \$209,472.91 were initially discovered.

April 24, 1969

Briefly, the initial indication that payment on a voucher was not properly made came as a result of an inquiry by an auditor from the Bureau of Public Accounts conducting a routine audit of Department files. The auditor asked if the account for C. E. Nelson Company was the same as that for the Carl E. Nelson Construction Company and requested the supporting agreement referred to on the voucher.

Since the voucher involved utility work, a check was made with the Right-of-Way Division for a copy of the utility agreement. Finding no agreement, the question was referred to Department Controller Marion C. Whaley. The record was then further searched for additional claims. This resulted in finding the thirteen vouchers referred to above. Mr. Whaley subsequently advised the Bureau of Public Accounts auditor that the two firms were not the same and that there was no agreement.

These thirteen vouchers were shown to the Board. In addition, a copy of the cancelled warrant covering the June, 1968, voucher was reviewed.

Mr. Whaley indicated the search was continuing and that, based on a card file listing of vouchers, it appeared that at least six or seven more vouchers would be found.

The Board was informed that Governor Samuelson had been contacted at about 5:30 p.m. on Wednesday, April 23, by Board Executive Secretary Summers and advised in general of the situation and the Board's desire for an immediate meeting.

Mr. Christensen told the Board that each false voucher had apparently been initiated by Accounting Supervisor (Federal Aid) Oliver B. Turner, an eleven year Department employee. The vouchers referred to legitimate construction projects but described fictitious utility adjustment work and were made payable to a fictitious firm. Each voucher had been deliberately coded "non-participating" for Federal Aid thereby eliminating further audit review.

After hearing the report by Mr. Christensen, the Board discussed possible immediate action to be taken and concluded that Attorney General Robson should be consulted as quickly as possible.

A call placed to the office of the Attorney General determined that he was absent but might be reached at Capitol High School and that it was expected he would have lunch at the State Prison with Governor Don Samuelson.

Repeated attempts to reach the Attorney General through his office during the morning and early afternoon failed.

The Board reviewed the bonding requirements for State employees and the file of Department employee Oliver B. Turner who had initiated and certified each of the fraudulent vouchers.

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It was the Board's view that legal counsel should undertake action immediately to prepare documents for a civil suit against Mr. Turner for the purpose of making it possible to recover on any and all assets available to Turner. Should subsequent events actually lead to the filing of a criminal action against Mr. Turner, legal counsel was directed to file a civil action at the earliest opportunity -- either for the Department of Highways or jointly with the office of the Attorney General as the Attorney General might determine.

Following a noon recess, the Board was informed of the discovery of an additional voucher approved for the Department on April 21, for which a warrant in the amount of \$14,687.46 was drawn on April 22 and reportedly mailed on April 23. The Board attempted again to reach the Attorney General to inform him of this current warrant and to initiate action to prevent its loss.

At 3:00 p.m. the Board met in the office of Governor Samuelson for a further discussion of this matter.

Those present were Governor Don Samuelson; Board Members Flandro, Thomason, and Barron; Board Executive Secretary Summers; State Highway Engineer Mathes; Deputy State Highway Engineer Christensen; Chief Legal Counsel Tway; Attorney General Robson; and, Budget Director Defenbach.

The manner in which any suspect person might be placed under surveillance was considered. Since a Boise Post Office Box Number was the address to which all warrants had been mailed, the Board suggested that some arrangement be made to have it watched. The Board pointed out that the latest warrant, which had gone into the mail on the evening of April 23, could still be there.

The Board further suggested that arrangements be made to stop payment on the latest warrant which had been issued. Governor Samuelson requested Budget Director Defenbach to take such action immediately. Information concerning the warrant was furnished to Mr. Defenbach.

The Personnel File of Mr. Oliver B. Turner was given to the Attorney General for review and use as he might desire. Attorney General Robson stated that he believed the situation was fully under control by his office at that time and that the Highway Board need not consider further action until so advised by his office or that of the Prosecuting Attorney of Ada County.

Copies of fourteen documents taken from Highway Department files were given to Attorney General Robson as supporting data in the case of suspect Turner. He advised that the originals of these documents should be retained by Department of Highways for the present.

Attorney General Robson requested that Highway Department Controller Marion C. Whaley be present at the Attorney General's office at about 5:00 p.m. for further discussion and review of this matter. He also asked that Deputy State Highway Engineer Christensen be available at the State Street office of the Department of Highways at 6:00 p.m. to assist a review team in a search of Highway Department files.

April 24, 1969

The request that Department Controller Whaley come to the Attorney General's office at 5:00 p.m. was subsequently cancelled.

Highway Department Legal Counsel Tway and Board Executive Secretary Summers then accompanied the Attorney General to his office. The Highway Board, State Highway Engineer Mathes and Deputy State Highway Engineer Christensen returned to the offices of the Department of Highways on State Street at about 4:00 p.m. The Board membership subsequently departed by air and car for their respective homes.


C. ED FLANDRO, Chairman

Read and Approved
May 22, 1969
Boise, Idaho

NOTES: At 6:00 p.m. a team of auditors, attorneys and other investigators from the offices of the Attorney General, Budget Director, Bureau of Public Accounts, and the Ada County Prosecuting Attorney arrived at the Department of Highways office on State Street for a further review of Department files.

State Highway Engineer Mathes, Board Executive Secretary Summers, Deputy State Highway Engineer Christensen and Mr. Ralph Roberts of the Accounting Section of the Department were present to assist this team in any way possible. The investigating team departed the building about 8:30 p.m.

It was later learned that Mr. Turner was apprehended at about 5:00 p.m. on Friday, April 25, charged with a criminal offense on 19 counts of defalcation and taken to the Ada County Jail. Also it was reported that the April 22 warrant was found on his person.

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

May 13, 1969

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, May 13, 1969. Present were:

C. Ed Flandro, Chairman - Director, District 1
Howard B. Thomason, Vice-chairman - Director, District 3
Lloyd F. Barron, Member - Director, District 2
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

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The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

STM-4771(509)	Painting Various Bridges
STM-6033(551)	District VI Bridge Handrail Painting
S-1721(14)	Aberdeen North
F-4113(31)	Whitebird Saddle - South
S-3806(11)	15 Miles No. Grasmere - North
I-80N-2(27)132,	East King Hill I.C. - W. Bliss I.C.
I-80N-3(41)133 "A" &	and South Connector to King Hill
F-3022(21)	
STS-1481(541) &	Montpelier - Bennington, Montpelier -
STS-1813(504)	Geneva Summit
S-4809(5)	Neva Hill - Elk River
I-80N-3(41)133 "B"	Bliss P.O.E. & Rest Area

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-IG-90-1(48)4 (Structures) - The work consists of constructing two concrete overpasses at I.C. #1, two concrete overpasses at G.S. #1, two concrete overpasses at G.S. #2, one concrete RR overpass, on north frontage road, and two concrete RR overpasses over the Spokane International Railroad and slope paving under existing concrete RR overpass, in Kootenai County - Federal Aid Interstate and State financed. The contract was awarded to Dale M. Madden Construction, Inc., Seattle, Washington, the low bidder, on April 30, 1969, in the amount of \$483,433.00.

S-6873(8) - The work consists of constructing a plant mix pavement and seal coat on 11.009 miles of SH-28, Lemhi No. & So., in Lemhi County - Federal Aid Secondary and State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on May 2, 1969, in the amount of \$199,960.00.

STM-2361(561), (562), & STM-2391(529) - The work consists of constructing a plant mix pavement and seal coat on approximately 6.71 miles of US-30, Cedar Crossing - Filer, and seal coating approximately 2.56 miles on US-30, Deadman Gulch - Cemetery, and approximately 6.21 miles on U.S. 93, E. 5 Points - Jct. 80N, in Twin Falls and Jerome Counties - State financed. The contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on April 30, 1969, in the amount of \$133,410.00.

ST-1024(538) - The work consists of constructing a plant mix overlay on approximately 1.4 miles of US-30N, Garrett Way and Gould Street, (Pocatello), in Bannock County - State financed. As the low and only bid was 24.5 per cent over the engineer's estimate, the bid was rejected and the project will be readvertised.

F-FG-6471(44), Sec. "A" - The work consists of constructing the roadway and a plant mix pavement on 1.448 miles of US-191, R.R. Crossing - Lewisville Road, in Bonneville County - Federal Aid Primary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on May 14, 1969, in the amount of \$318,912.50.

ST-2391(530) - The work consists of constructing a plant mix pavement and seal coating approximately 20.223 miles of U.S. Highway 93, Nevada State Line - North, in Twin Falls County - State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on May 13, 1969, in the amount of \$619,116.00.

ST-5041(561) - The work consists of constructing a plant mix pavement (overlay) on approximately 10.0 miles of U.S. 10, 1 Mile East of Washington State Line - N.W. Boulevard (Coeur d'Alene), in Kootenai County - State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, on May 14, 1969, in the amount of \$116,344.00.

STM-4771(509) - The work consists of painting 9 bridges on various highways, in Clearwater, Idaho, Lewis and Nez Perce Counties - State financed. As the low and only bid was 373 per cent over the engineer's estimate, the bid was rejected and the project will be readvertised.

I-15-1(28)47, Sec. "B" - The work consists of constructing a plant mix base and pavement, asphalt curb, guard rail and seal coating on 8.831 miles of Interstate 15, Portneuf River - Portneuf I.C., in Bannock County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, in the amount of \$1,199,780.50.

STM-6033(551) - The work consists of preparing and repainting steel handrails on 29 structures located on various highways in District #6, in Bonneville, Jefferson, Clark, Lemhi, Madison, Teton and Fremont Counties - State financed. The Board directed the State Highway Engineer to award the contract to Stuart Brothers, Twin Falls, Idaho, the low bidder, in the amount of \$12,353.00.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-4809(5), S.H. 43, Neva - Elk River - Washington Water Power Company

S-1721(14) - S.H. 39, Aberdeen - North, Bingham County - Idaho Power Company and Idaho Telephone Company

F-3022(21), South King Hill Connector, Elmore County - Idaho Power Company and Mountain States Telephone & Telegraph Company

F-4113(31), White Bird Saddle, South, Idaho County - Pacific Northwest Bell Telephone Company

I-80N-2(9)91, Sebree - S.H. 68, Elmore County - Mountain States Telephone & Telegraph Company and Idaho Power Company

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F-FG-6471(27) P.E., F-FG-6471(32) R/W, F-FG-6471(44) Sec. A, Const., Railroad Crossing - Lewisville Road, Bonneville County - Mountain States Telephone & Telegraph Company and Utah Power & Light Company

Board Confirms Remaining 1969 Projects for Hearing Scheduling.

The Board confirmed a tentative scheduling of dates for design hearings on those projects scheduled for 1969 that have a design or location hearing requirement.

Status Report Made on Interstate 15W, Bannock Creek to Igo Project.

Deputy State Highway Engineer Christensen advised the Board of the status of negotiations with the Fort Hall Business Council concerning the proposed Bannock Creek to Igo project. The Board concurred in the Department's going to design public hearing on the basis of the alternate design acceptable to the Fort Hall Business Council. That plan provides for an initial interchange at Gas Line Road and a future interchange at Truckersville Road.

Mr. Christensen stated that all owners of right of way parcels on which negotiations have been consummated would be notified of the scheduled design hearing.

Press Release on Outdoor Advertising Control Permits Reviewed.

The Board reviewed and approved a draft of a press release informing outdoor advertising sign owners they are delinquent unless permits have been obtained for the years 1968 and 1969.

Schooling of Department Personnel Approved. The Board approved the following:

One person to short course on traffic engineering at the University of Washington, one week each month during June, September and November.

Six people from the Right of Way Division to take the ranch appraisal school course at the College of Idaho, July 7 - 11.

Rescheduling and Combining Two Sections of Grading on Lookout Pass, Interstate 90, Reviewed. Deputy State Highway Engineer Christensen informed the Board of the advantages to the State by eliminating problems of two contractors work interfering with one another on Lookout Pass.

The Board was apprised that the Spokane A.G.C. Chapter has been advised of the thinking of the Department in this regard, with the thought in mind of giving the contractors an opportunity to express their views to the Board while meeting with the Association at Coeur d'Alene on Monday, May 19.

Out-of-State Travel. The Board authorized the following out-of-state travel:

E. L. Mathes, State Highway Engineer, and James Pline, Traffic Engineer, to attend AASHO Traffic Committee and National Joint Traffic Committee, June 15 - 22, Cheyenne, Wyoming.

Wendell Interchange Design Resolved by Board. The matter of whether or not Wendell should have a full four-way interchange south of Wendell and a split diamond interchange west of Wendell, that has been a subject of consideration by the Board for some time, was resolved by the Board. The Board directed State Highway Engineer Mathes to contact the City of Wendell and apprise them that the Board has determined that the City of Wendell should make a decision whether they desire a full interchange at the south without a split diamond interchange on the west or two split diamond interchanges.

The Board directed this contact be made after the Department had fully analyzed all additional statements made by local people in the area and found that there was not sufficient supporting data to economically justify in light of Federal interchange criteria a full interchange south of Wendell and the split diamond interchange to the west.

State Highway Engineer Mathes was requested to report back to the Board the City's reaction and answer to the choice granted them by the Board.

Miscellaneous Correspondence. The Board approved a letter of reply to George Robinson of Idaho Falls who requested an alternate U.S. 191 between Ucon and Idaho Falls. This letter, dated May 14, 1969, is on file in Central Files.

Request for Appeal of Bannock Implement Company Right of Way Matter Granted. Chief Legal Counsel Tway recommended that the Board permit an appeal for a retrial of the Bannock Implement Company right of way matter on Project F-1024(6) because of a court error.

To this, the Board concurred.

Request for Rehearing Petition Approved. Upon the recommendation of Chief Legal Counsel Tway, the Board approved the petition by the Department for a rehearing of the Collier et al Supreme Court decision, under Project I-IG-80N-2(16)54.

Authority for Condemnation.

US 20	F-FG-6471(32)	Martha McCurdy	Parcel No. 42
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The Board approved the addition of the name of Martha McCurdy to the Order of Condemnation approved in the April meeting of the Board.

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 20	F-FG-6471(32)	Oliver Haroldsen	Parcel No. 16
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The Board approved settlement in the amount of \$25,969.

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Approval of Deeds & Easements was given on the following:

US 91- F-1024(20) Jewel Companies, Inc. Parcel No. 3R
191 F-1024(6) R/W

The Board approved a warranty deed deeding 1,060 sq. ft. to the Jewel Companies, Inc. for the amount of \$800 as agreed to in the right of way contract.

US 95 F-FG-3112(10) Wayne Shuster & Parcel No. 3-E-5
Velma Shuster (Revision)

The Board approved a quit claim deed for the Shusters exchanging land for pipe line easement.

US 95 F-3311(11) Arthur Stanley Thompson Parcel No. 11
F-3311(8) R/W & Faye E. Thompson

The Board approved an warranty deed returning right of way to the owner for an exchange of easement for right of way purposes.

Approval of Permit to Use Right of Way was given on the following:

SH 25 S-2864(5) Orville McLean 2-69-31

Comparative Costs of Two Dietrich Relocation Lines Presented. Comparative cost estimates for two alternative locations for State Highway 24 south of Dietrich were presented to the Board. The approved location one-half mile south of Dietrich was estimated to cost \$620,000 of which \$32,000 had been previously expended for preliminary engineering leaving a balance of \$588,000 to complete the project. The location one mile south of Dietrich was estimated to cost \$606,000.

It was, therefore, concluded that it would cost an additional \$18,000 and several months delay to change to the one mile south location.

In view of the advanced stage of project development, the Board determined to remain on the one-half mile south location which was approved following three hearings in Dietrich during 1968.

Camas Prairie Route Study Public Information Meeting Reported. Planning Engineer Tisdale reported to the Board concerning the public information meeting in Nezperce on the Camas Prairie Route Study. Mr. Tisdale reported an apparent general feeling in the area favored a Suzy Creek routing. Communities represented included Grangeville, Craigmont, Nezperce and Kamiah.

Operation of Platform Scales Discussed. The Board discussed proposals for the operation of platform scales throughout the State and met with Law Enforcement Commissioner Mills on this subject. The Board instructed the Department to make a formal request of the State Board of Examiners for authorization to transfer, through inter-departmental billing procedures, \$187,000 from the State Highway Fund to the Department of Law Enforcement for this purpose.

May 13, 1969

Board Schedules July - August Board Meeting. The Board scheduled its July - August Board meeting for July 30, 31 and August 1.

WHEREUPON, the Board adjourned until the North Idaho Board Tour which is scheduled for May 18 - 21, and its next meeting scheduled for May 22, 1969.

Read and Approved
May 22, 1969
Boise, Idaho


C. ED FLANDRO, Chairman

MINUTES OF THE NORTH IDAHO BOARD TOUR

May 19 - 21, 1969

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

May 22, 1969

The Board began its tour of North Idaho on Monday, May 19, 1969, at Coeur d'Alene. Those on the tour were:

C. Ed Flandro, Chairman - Director, District 1
Howard B. Thomason, Vice-chairman - Director, District 3
Lloyd F. Barron, Member - Director, District 2
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board
R. B. Christensen, Deputy State Highway Engineer
Omar L. Homme, Division Engineer, Federal Highway Administration,
Bureau of Public Roads, Boise

Ralph M. Phillips, Regional Federal Highway Administrator, Portland, Oregon accompanied the Board on tour on Monday.

District Engineers from the respective Districts accompanied the Board on tour in their Districts.

The Board viewed U.S. 95 northerly, SH 1 to the Canadian line and from the Canadian line on U.S. 95 at Eastport returning to Sandpoint.

Sandpoint Meeting. At the meeting with the Sandpoint Chamber of Commerce, the Board expressed its concern over the fact that Idaho is losing ground in its long range planning for reconstruction of its ABC System through inadequate funding.

The Board recounted that until the Interstate System is completed about the only chance that the Board sees in increasing funds other than State highway user tax revenues would be to have Congress increase Forest Highway Funds and Public Lands Funds. Authorizations for these

May 19, 1969

two purposes have essentially remained static for the last ten years while Forest Development Funds have been increased more than 100% during this time.

Forest Highway Funds and Public Lands Funds are the two possibilities that the Board suggests could be a source to request of our Congressional Delegation to apply their efforts in bringing increased Federal allocation for highway construction to Idaho. Such increases of moneys from those two sources would relieve the Primary and Secondary road improvement by that same amount since U.S. 95 and some other sections of the State Highway System are eligible for portions of the use of Forest Highway and Public Lands Funds.

The Chamber asked that the Board Secretary set forth in writing the Board's views in this regard that they might assist in contacting the Congressional Delegation in this regard.

Highway construction information in the area and right of way acquisition problems were discussed effecting the Sandpoint North project and railroad agreement problems effecting the Thama Rocks project.

The Board then viewed U.S. 200 and Hope - Denton Curves Forest Highway Project before returning to Coeur d'Alene.

Meeting with Spokane Chapter of the Associated General Contractors. The touring party met with the Spokane Chapter of the Associated General Contractors in an evening meeting.

The Board found some concern over the proposal to combine two grading projects on Lookout Pass, Interstate 90. It was the opinion of some contractors that a project of this size, estimated to be in the range of 6 million dollars, could result in very large contractors only being interested in the work. The Chapter had previously indicated, however, that the problems posed by two separate contracts was recognized and that they would abide by a decision reached by the Board and the Department.

TUESDAY, MAY 20, 1969

The Board viewed U.S. 95 to Potlatch, U.S. 95A to St. Maries where the St. Maries Chamber of Commerce met with the Board at lunch.

St. Maries Meeting. Forest Highway programing and State highway projects in the area were discussed.

St. Maries Highway Committee Chairman Joe Mottern expressed concern over the cost of maintaining the St. Joe River Road from the Shoshone County line to St. Maries by Benewah County. He stated that it was his recollection that the Department originally had agreed to put the road on the State Highway System after reconstruction and paving of the route was completed.

Board Secretary Summers stated that he didn't recall such an understanding but would research the minutes for any indication of such an understanding. A later search of the Board minutes yielded no information that such an agreement or memorandum of understanding in this regard existed.

Mr. Mottern, in expressing concern for excessive maintenance costs to be paid by the County, when asked if the County Commissioners were making any attempt to control over legal loads on the road, stated that State Police efforts were being relied on entirely in this regard since the trucks had to come out onto the State Highway System but that, in his opinion, it was a mistake to have taken off the roving ports of entry loadometer crews.

The Board then viewed S.H. 5 from St. Maries to Plummer, thence via U.S. 95; State Highway No. 9; and, State Highway No. 8 to Moscow.

Moscow Meeting. After reviewing the highway programing in the Moscow area on S.H. 8 and the U.S. 95 relocation study on the Lewiston Hill, the Chamber of Commerce replied with its views of the needed improvements in the area. They were:

1. The Highway Board should select a route up the Lewiston Hill providing the most direct and economical connection between points in North and South Idaho and to keep the entire improvement inside the State of Idaho.
2. In general, the widening and straightening of U.S. 95 over its entire length from the Lewiston Hill to Coeur d'Alene was needed at the earliest possible time.
3. Truck turnout lanes are desirable on both Moscow Mountain sections and southbound on a hill approximately five miles south of Moscow.
4. A special effort was urged that both traffic control and dust abatement on the Deary S.H. 8 project be given attention by the Department during the annual Deary Strawberry Festival June 25 - 29.
5. Latah County people felt a decision should be reached by the Board to surface S.H. 9 between Deary and Harvard.
6. A traffic congestion problem in downtown Moscow was discussed with District Engineer Marvin Lotspeich. He assured the group that the Department would continue to work with their Traffic Action Committee in an effort to establish relief routes and signalization to relieve traffic volumes on Main Street.

The Board repeated its concern of the need for additional funding for State highway construction on the ABC System as recited at the Sandpoint meeting with the same suggestion of increasing the Forest Highway and Public Lands Funds.

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The Board toured U.S. 95 to Lewiston, spending the night there.

WEDNESDAY, MAY 21, 1969

Lewiston Meeting. The Board met in a breakfast meeting with the Lewiston Chamber of Commerce, headed by George King of the Clearwater Power Company.

A brief review of the Lewiston Hill relocation was made with Board Vice-chairman Thomason assuring the group that the Board had no pre-judgment as to route location matters other than that a location that would benefit the State of Idaho was the vital concern and obligation of the Board and that every consideration would be given to minimize a potential adverse affect to the City of Lewiston.

It was pointed out to the Board that during the route study, the Chamber was hopeful that Pullman traffic destined for the Lewiston shopping area would be a factor. The Board assured the group this would be done and that the consulting firm to be engaged by the Department was for the purpose of evaluating the economic impact of the various alternates on the Cities of Lewiston and Moscow and the area generally.

The Board assured the delegation that the consultant to be hired and their resulting recommendations would be evaluated by the Board impartially.

It was pointed out that an origin and destination traffic study would be made by the Department on the Lewiston Hill relocation matter this summer and that in such a study those shoppers coming from Pullman and the Washington area to shop in Lewiston would become a part of the O.D. study data.

The Forest Highway and Public Lands request for increased funds was mentioned as at the Sandpoint meeting and was well received.

The Board viewed U.S. 12 to Kamiah and S.H. 62 and 7 to Nezperce for a luncheon meeting.

Nezperce Meeting. The Board met with approximately 23 people at Nezperce composed of people from Craigmont, Cottonwood, Kamiah, Grangeville and the Gilbert Grade area.

The sphere of interest centered around the forthcoming decision of the Board as to where moneys would be spent on an improved route between the Camas Prairie area and the Clearwater River.

They were advised that after public hearings had been held on the subject in the area, that the Board would then make its determination as to what route to improve and what, if any, routes on the Prairie would be removed from the State Highway System.

The Board recounted the same increased need for ABC construction moneys as submitted at the Sandpoint meeting with emphasis on possibly increasing Public Lands and Forest Highway Funds, which was well received.

The Board toured S.H. 7, U.S. 95, and S.H. 55 to Boise ending the tour.

THURSDAY, MAY 22, 1969

The Board met for breakfast at the Owyhee Hotel with Board Executive Secretary Summers, State Highway Engineer Mathes and Deputy State Highway Engineer Christensen.

The current status for securing a third generation terminal for data processing functions of the Department was discussed. The Board was apprised that a current forecast installation date for an IBM 1130 terminal in the Department Headquarters building was 15 August 1969 but that attempts were being made to secure an earlier date if possible. A review of recent communications between the Department and the Department of Management Services was also made.

The matter of arranging for an appropriate time for presenting the "Maintenance Man of the Year" award as requested by Governor Don Samuelson was discussed. It was determined that the evening of June 12th would be an acceptable time if it fit the schedule of the Governor.

Several other miscellaneous administrative items were also considered.

The Board then met with Governor Don Samuelson at 9:00 a.m. The Governor was briefed on the Board's tour of North Idaho. Discussion centered principally on the meetings at Sandpoint, St. Maries, Moscow and Lewiston. The status of several highway projects in North Idaho was also reviewed.

A dinner on the evening of 12 June 1969 for presentation of the "Maintenance Man of the Year" award was satisfactory to the Governor. This was therefore determined to be a firm date. The Department is to work further with the Governor's office on arrangements.

The matter of operating platform scales throughout the State with weighmasters functioning under the State Police was again briefly discussed. The Board stated that it was their observation a reduction in size of loads moving in some parts of the State had occurred since further implementation of this plan.

The Highway Board then reconvened in Room 201 of the State Highway Building.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

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S-6745(1)
F-FG-1531(2)

Rigby East Conn.
Washington St. & R.R. Overpass in
Montpelier

Bids. The Board concurred in the action of the State Highway Engineer on the following construction bids:

S-1721(14) - The work consists of constructing the roadway, drainage structures, 35' concrete bridge and a plant mix pavement on approximately 6.103 miles of SH-39, Aberdeen - North, in Bingham County - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Fife Construction Co., Inc., & Associates, Brigham City, Utah, the low bidder, in the amount of \$807,919.65.

F-4113(31) - The work consists of constructing the roadway, with a select embankment topping and drainage structure on 3.568 miles of U.S. 95, in Idaho County - Federal Aid Primary and State financed. The Board directed the State Highway Engineer to award the contract to Morrison-Knudsen Co., Inc., Boise, Idaho, the low bidder, in the amount of \$1,813,860.80.

S-3806(11) - The work consists of constructing a plant mix pavement and seal coating on approximately 12.670 miles of SH-51, 15 miles north of Grasmere - North, in Owyhee County - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Page Paving Co., Salem, Oregon, the low bidder, in the amount of \$223,972.50.

Minutes. The Board approved the minutes of the April 7 - 8, April 24 and May 13 Board Meetings.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-5121(11), U.S. Hwy. 2, Thama - East, Bonner County - Pacific Power & Light Company and General Telephone Company of the Northwest

STS-2790(510), Intersection SH 24 - 8th Street, Rupert, Idaho, Minidoka County - Bonneville Power Administration

Approval of Deed.

US 95 F-5116(12)

Walter V. Borley &
Frances V. Borley

Parcel No. 53R

The Board approved deed for Parcel No. 53R, Project No. F-5116(12), as part of the right of way agreement for right of way required under Parcel No. 55 of the same project.

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-80N	I-IG-80N-2(14)50 R/W	Portion Lot 2, Block 2,	Parcel No.
	I-80N-2(15)50	Randall Acres Subdivision	23 $\frac{1}{2}$ R
		#13 - approved for sale	
		for a value of \$500.00	

Counter Offer and Terms for Payment Made by City of Ketchum for Purchase of Mtce. Yard 2150 Approved. The Board approved a counter offer for purchase of Mtce. Yard 2150, Ketchum, by the City of Ketchum as follows:

\$1,000.00 down payment and \$8,000.00 annual payment for February 1970, 1971 and 1972 at 6% interest. It is understood that these terms have been approved by the State Board of Examiners. The Highway Board's approval is subject to approval of the Legal Division.

Approval of Proposed Exchange of Properties. The Board approved the exchange of properties with Glen Dale Ranches, Inc., near Gimlet, Idaho (Stock Driveway Misc. Project No. 799 and U.S. 93 Project No. F.A.P. 123-B). However, the Board did not approve the request of Glen Dale Ranches, Inc., for easement through a 50' strip to be deeded to the State.

Coeur d'Alene Office Land Acquisition Dropped. The Department apprised the Board that Mr. Lavin who owns the property to the north of the Coeur d'Alene Office is not interested in parting with any land at this time. For this reason, the matter of acquiring additional land for future Coeur d'Alene office expansion has been dropped.

Highway Cleanup by Individuals or Civic Groups Policy Revised. The following will supersede the material in Board Policy 527 dated 8/8/66 concerning cleanup work activities on State highway rights of way by other than authorized personnel:

In the interest of public safety, the Board of Highway Directors authorized the State Highway Engineer to accept offers from interested individuals or civic groups to participate in work activities such as picking up litter, plantings, etc., in rest areas, scenic easements, viewpoints and other areas which are isolated from the flow of heavy traffic. Similar work activities may be authorized on selected sections of the State Highway System providing safety precautions prescribed by the State Highway Engineer are adhered to.

This policy is not intended to restrict the performance of work usually associated with the ownership of property abutting the highways, such as fencing, snow removal, approach maintenance, drainage, etc.

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Post Falls Highway District US 10 Agreement Negotiated. The Department reported to the Board that an agreement has been negotiated with the Post Falls Highway District for that District to take over for maintenance the section of US 10 which will be relinquished upon the completion of the Coeur d'Alene to Post Falls Interstate project.

The remaining section of US 10 to the Washington State Line will be negotiated when that Interstate project is under consideration and on the same basis.

Combining Two Grading Contracts on Lookout Pass, Interstate 90, Approved. The Board, after hearing views on the proposed combining of two grading contracts into one contract on Lookout Pass, Interstate 90, authorized the Department to proceed in the interest of the State of Idaho to combine the originally proposed two grading contracts into one, amounting to approximately six million dollars.

This was done on the basis of what would be best for the State of Idaho. It would appear that good bidder interest can be obtained and project supervision costs by the Department can be substantially reduced by having one responsible contractor working on these two sections of Lookout Pass rather than have two contractors being made to coordinate their work. Possible delays could also result in an extension of project completion for an additional year.

Interim Policy on Overtime. The Board authorized the State Highway Engineer to prepare and file with the Personnel Commission and the State Board of Examiners a listing of Department positions not eligible for overtime compensation. This listing will be made available to the Board at their June meeting.

Access to Ada County Property at Fairview Avenue and Curtis Road Appeal Authorized. The U.S. Bureau of Public Roads' denial of an access to Curtis Road from the Ada County Home property was recounted for the Board. After which, the Board directed the Department to press the matter further in the way of an appeal to the decision of the Bureau, who has denied the requested access.

Consulting Engineering Agreement Approved. The Board heard a recommendation from the Department for a consulting engineering agreement that would design a new bridge across Blue Creek Bay at Interstate 90, Kootenai County, and provide structural inspection of the old Blue Creek Bay structure including foundation, by Engineering Corporation of America. Both services would be for the lump sum of \$82,555.89.

Out-of-State Travel. The Board authorized the following out-of-state travel:

Planning Engineer Tisdale and Planning Survey Manager Equals to attend the WASHO Planning Conference, Park City, Utah, July 9 - 11, 1969.

Maintenance Man of the Year Reported. The Department reported on its findings as to the proposed Maintenance Man of the Year for 1969 and approved the Department's recommendation that Mr. William Smurthwaite of White Bird be the recipient of the award for the current year.

The Board approved the Department's proposal to bring Mr. Smurthwaite and his wife to Boise on June 12 for a dinner meeting at which time an appropriate plaque will be presented to Mr. Smurthwaite, together with a 5% meritorious salary increase. This matter had previously been discussed with Governor Don Samuelson. He concurred in the proposal and will plan to be present for the award dinner and presentation.

Monthly Maintenance Report. Assistant State Highway Engineer (Operations) Richardson reported on the equipment complement activity of the Department, recounting the manner in which \$14½ million is invested in the Department's over the road maintenance equipment. He stated that most of the equipment is multiple use equipment and that single use equipment is usually rented.

Relocation Assistance Rules and Regulations Approved. Chief Legal Counsel Tway submitted to the Board for its consideration proposed relocation assistance rules and regulations.

The Board concurred in the proposed rules and regulations and adopted an interim resolution to be applicable for 120 days during which time an Administrative Procedures Act hearing will be held. After the hearing, rules under which relocation payments to persons who may be displaced by highway relocation will be regularly adopted.

State Versus Oliver B. Turner, et al, Reviewed. Chief Legal Counsel Tway reviewed with the Board the progress in the case of Oliver B. Turner, a former employee, who allegedly obtained money from the State under false pretenses.

The Board authorized Counsel Tway to secure the services of an experienced, local bowling alley operator to assist in appraising the value of personal property, encumbered by the State, at the Lake Bowl in McCall.

Inverse Condemnation Action on Nampa Project Reported. Chief Legal Counsel Tway informed the Board that the Department has been named defendant litigants in two inverse condemnation cases and others may follow as the outgrowth of closure of access to 16th Street by the City of Nampa in connection with the Nampa Overpass project. The City has failed to negotiate damages to property owners abutting the overpass structure whose access has been cut off.

State vs. Lee Jordan, F-2361(11). The Board authorized Chief Counsel Tway to negotiate a settlement of this condemnation case in the amount of \$22,500.

Yellowstone Pipe Line Company Damage Claim. Chief Legal Counsel Tway apprised the Board that the Department is a defendant in court action by Yellowstone Pipe Line Company on Project No. I-90-1(54)42, Cataldo - Pinehurst, Contract No. 2848, Goodfellow Brothers in the amount of \$460,821.98. The Board concurred in the recommendation of Legal Counsel that the claim be denied.

State Highway Engineer Reports on Governor's Staff Meeting. The State Highway Engineer reported to the Board on the principal subjects presented at Governor Samuelson's May 15th staff meeting.

Major topics included a plan for establishing district, State office facilities throughout the State, consolidation of Federal agency regional offices at more convenient west coast locations and the implementation of a program to secure Federal reimbursement for State administrative costs associated with Federal-aid programs.

Also discussed was a draft policy on securing consulting services for State agencies and revised programs for disposing of surplus State equipment.

Extension of SH 77 to Sublett Interstate 80N Interchange Discussed. Board Chairman Flandro recounted a telephone conversation with former Board Chairman Roscoe C. Rich who urged the Board to consider favorably extending SH 77 from Malta to the Sublett Interchange.

The Board reviewed the matter together with the Board's treatment of the same request as of last December when a delegation appeared urging this action and determined to take no action at this time in the matter and restating their position as stated in the minutes of December 13, 1968, when the Raft River Highway District urged such extension.

Speed Limits in Moscow (US 95 & SH 8). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 95 & SH 8 in the City of Moscow, as recommended and stated in marked Exhibit A-267, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Troy (SH 99 & SH 8). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 99 & SH 8 in the City of Troy, as recommended and stated in marked Exhibit A-268, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Bovill (SH 3 & SH 8). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 3 & SH 8 in the City of Bovill, as recommended and stated in marked Exhibit A-269, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-2361(30)	Jct. US 30 & US 93, West of Twin Falls	Partial Control, Type "A" *
F-2391(10)	Addison Avenue, Twin Falls	Standard Approach Policy
F-6471(40)	Rigby-Thornton	Partial Control, Type "E" **
F-6471(47)	Chester, Southwest	Partial Control, Type "E" **

* PARTIAL CONTROL, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

** PARTIAL CONTROL, TYPE "E"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

Private vehicular approaches will not be allowed.

Report on Speed Limits from Mountain Home to the Gooding County Line. Traffic Engineer Pline presented a report on speed limits from Mountain Home to the Gooding County Line on U.S. Highway 30. This report indicated that operating speeds are relatively high but that it would be unwise to increase the speed limit to 70 miles per hour. The Board concurred in retaining the existing speed limit on this older section of highway.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for June 11 & 12, 1969.

Read and Approved
June 12, 1969
Boise, Idaho


C. ED FLANDRO, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

June 11 & 12, 1969

The Idaho Board of Highway Directors met in stated regular session at 10:00 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, June 11, 1969. Present were:

Howard B. Thomason, Vice-chairman - Director, District 3
 Lloyd F. Barron, Member - Director, District 2
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary of the Board

Nampa Chamber of Commerce Urges Owyhee County Road be Placed on the State Highway System. The following delegation appeared urging the Board to add to the State Highway System the Marsing to Hammett Road and the Grand View to Mountain Home Air Force Base Road:

J. W. Dunning, County Commissioner, Owyhee County
 Rodney A. Hawes, Publisher, Owyhee Nugget, Marsing
 John Wray, Chamber of Commerce, Nampa
 G. M. Brown, Chamber of Commerce, Nampa
 Roy E. Herman, Chamber of Commerce, Marsing
 Charles Falen, Chamber of Commerce, Marsing
 Walter Yarbrough, State Senator, Grand View
 Oscar Field, County Commissioner, Owyhee County
 Cash Harper, County Commissioner, Canyon County
 Earl E. Reed, Attorney, Nampa Highway District

Mr. G. M. Brown stated that Owyhee County is no longer financially able to maintain the oiled surface of the Marsing to Hammett County road.

Another reason for taking it on the State Highway System they stated was so that more people would travel it when signed as a State highway.

Mr. Brown's report stated that the traffic on the Marsing to Hammett road doubled from 1946 to 1957 and again doubled in traffic count from 1957 to 1968.

The complete report is in the Board Executive Secretary's file.

Neal R. Olson Requests Median Cut on State Highway 24 at Heyburn. The Board again reviewed the request by Neal R. Olson, Vice President and General Manager of Fearless Farris Stations, and after taking the matter under consideration determined to not deviate from the Board policy as stated in the minutes of 6-20-67 established when the Heyburn - Rupert project was built to maintain with integrity the spacings for median openings as originally designed.

It was pointed out to Mr. Olson that if changes were made in the median openings, it would only be a matter of time until the present road with modern design would deteriorate to a city street.

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The long standing attempt of the Department to work out a frontage road system with the original owner, Mr. Hobson, was recounted to Mr. Olson and Mr. Orvil Johnson, owner of the Tops Motel in Heyburn.

Associated Logging Contractors Discuss Overload Problems. The following delegation appeared before the Board:

C. W. Sverdsten, President, Associated Logging Contractors, Cataldo
 George M. Pierson, Grangeville
 Jack A. Buell, St. Maries
 Louis Kruger, Hayden Lake
 Clem J. Pederson, Coeur d'Alene
 Arth Day, Coeur d'Alene
 Arthur Naccarato, Priest River
 Jim Linton, Priest River
 Gary Gregory, Priest River

The delegation offered to develop a package load formula for logging trucks in lieu of going over scales to determine legal weight.

The Board indicated they would be interested in seeing what could be developed by the Association working with the Department and the State Law Enforcement people that would not be in violation with the 1956 Federal Aid Highway Act maximum weight formula for Idaho.

It was pointed out to the delegation the importance time wise of clearing such legislation with the Bureau of Public Roads, so as not to jeopardize Idaho's Federal Aid, before the Legislature meets in order to not disappoint the people working on the bill only to have the Bureau of Public Roads find after the Legislature has acted on the bill to be found in conflict with the 1956 maximum weight laws of Idaho.

The delegation stated they would pursue the matter of arriving at an acceptable package load legislation bill and will be happy to work with the Department and Law Enforcement officials to that end.

It was also made clear that the delegation would initiate such efforts by a letter to the Department on this subject.

Request that Extinguished Access to Blacks Creek Interstate 80N Interchange be Restored. Dan M. Parkinson and his brother W. Lee Parkinson appeared before the Board urging that the Board give them relief in installing an access to their landlocked property since an agreement was developed between the Department and their abutting property neighbors which required them to go through a locked gate to get to their property. This was not the case prior to the building of the Interstate.

The Board instructed that the Department should obtain a legal opinion as to the obligation, if any, that the Department has in this matter and report back at a subsequent Board meeting.

Temporary Access to David Hudson's U.S. 95 Property Approved. The request of David Hudson, Pinehurst, for access to his homesite on U.S. 95 was taken under consideration by the Board.

In order to permit Mr. Hudson time to work out legal access to U.S. 95 via the present frontage road at Pinehurst by working with his neighbors and making a connecting road across the rear of their property to the frontage road, a temporary access was granted. The Board instructed the District 3 Engineer to permit the temporary access to be used by Mr. Hudson for the period of one year only, and if the access problem is not worked out by Mr. Hudson, the illegal access to U.S. 95 he is now using would then be extinguished.

Mr. Hudson stated the property was given him by the original subdivision owner with no provision for legal access directly to U.S. 95 provided.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

I-15-1(36)21 "A"	Colton Road - North
I-80N-3(42)193	Heyburn, Burley, S.H. 50 & Salt Lake Interchanges
ST-1031(530)	Utah Line - North
STM-3321(507)	Middleton - Eagle, Jct. SH-44 - Horseshoe Bend Hill and Lucky Peak - Halverson
I-80N-3(43)196	Greenwood - Burley I.C. (Excl.)
Building 4374	Grangeville Sand Shed
STS-4114(561)	Washington State Line - North

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-80N-2(27)132, I-80N-3(41)133, Sec. "A", & F-3022(21) - The work consists of placing an aggregate base, plant mix base, plant mix surface and seal coating, and signing on 7.501 miles of Interstate Highway 80N, East King Hill I.C. - West Bliss I.C. and constructing the roadway, drainage structures, aggregate base, plant mix surface and seal coating on 1.477 miles of U.S. Highway 20-26-30, South Connector to King Hill, in Gooding and Elmore Counties - Federal Aid Interstate, Primary and State financed. The contract was awarded to Grant Construction Co. & Inland Asphalt Co., a Joint Venture, Hayden Lake, Idaho, the low bidder, on June 23, 1969, in the amount of \$1,291,869.95.

STS-1481(541) & STS-1813(504) - The work consists of constructing a plant mix pavement (overlay) on approximately 3.6 miles of U.S. 30N and 9.1 miles of U.S. 89, in Bear Lake County - State financed. As the low bid was 23.7 per cent over the engineer's estimate, the bid was rejected and the project will be readvertised.

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I-80N-3(41)133, Sec. "B" - The work consists of constructing a rest area, comfort and conveniences, Port of Entry, illumination and landscaping each side of Interstate Highway I-80N, Bliss P.O.E. and rest area, in Gooding County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Gary D. Jones Construction, Burley, Idaho, the low bidder, in the amount of \$358,717.95.

S-4809(5) - The work consists of constructing the roadway (grading 1.927 miles) lime-treated sub-base on 8.283 miles, an aggregate base and a plant mix pavement on 10.210 miles of SH-8, Neva Hill - Elk River, in Clearwater County - Federal Aid Secondary and County financed. The contract was awarded to Sather & Sons, Inc., Spokane, Washington, the low bidder, on June 26, 1969, in the amount of \$865,366.00.

Hearing Determination, Plummer - East, F-5141(3). The Board having considered the transcript taken at the public hearing held in St. Maries, Idaho, May 15, 1969, decided in the affirmative and directed that the project should proceed as planned and proposed at the public hearing when moneys become available.

Board Approves Dates for Design Hearings. The Board approved the following design hearings for June and July:

I-15W-4(12)81, Igo - Bannock Creek	June 17
S-1778(16), Treasureton Summit - Cleveland	June 18
I-15-1(37)29, Downey South and	
I-15-1(15)32, Downey I.C. North	June 19
I-IG-90-1(17)60, Osburn - W. Wallace	June 23
F-2351(6), Shoshone West	June 27
I-80N-2(19)118, etc., E. Glenns Ferry IC-E. King Hill IC	Oct. 1969
S-6745(1), Rigby East Conn.	
S-6742(8), Rigby East	
F-6471(35), Rigby So. Conn.	
F-6471(39), Rigby Sec.	
F-FG-6471(29), Ucon-Rigby & Ucon N. Conn.	July 9
F-FG-3022(19), So. Conn. to Mtn. Home	July 16
I-80N-2(10)96, SH 68 I.C. (excl)-E. Hammett I.C.(incl)	
I-80N-2(12)109, E. Hammett I.C. (excl) - E. Glenns Ferry I.C. (incl)	
S-SG-3703(4), Hammett Conn.	July 16 & 17
S-1833(4) & (5), Rose Road	July 23
I-80N-3(22)159, Wendell - Jerome	July 28
I-80N-3(21)150, Tuttle - Wendell	July 28

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

I-15-1(36)21, Colton Road - North, Bannock & Oneida Counties - Mountain States Telephone & Telegraph Company and Utah Power & Light Company

Wendell's South Interchange Approved. The Board was apprised by the State Highway Engineer that the Bureau of Public Roads has approved a full interchange south of Wendell on Interstate 80N which the Department has been working towards for some time. To this, the Board concurred.

Speed Control Zones in District 2 (SH 68). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 68 from Elmore County Line to Jct. US 93, as recommended and stated in marked Exhibit A-270, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (SH 68). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 68 from Mountain Home Urban Extension to Camas County Line, as recommended and stated in marked Exhibit A-271, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (SH 88). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 88 from Jct. with SH 22 to Rexburg Urban Extension, as recommended and stated in marked Exhibit A-272, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Salmon (US 93 & SH 28). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 93 & SH 28 in the City of Salmon, as recommended and stated in marked Exhibit A-273, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on a State Highway (US 30). The Board approved parking prohibition between Milepost 120.71 and Milepost 120.81 on the north side and on the south side of U.S. Highway 30, located at Hammett, as recommended and stated in marked Exhibit C-54, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
F-6471(35)	Rigby Connection	Standard Approach Policy
F-6742(8)	Rigby East	Standard Approach Policy
S-6745(1)	Rigby East Connection	Standard Approach Policy
S-3712(5)	Cleveland Blvd. West, Caldwell Rural-MP 17.5-19.7 Urban-MP 19.7-20.1	Partial Control, Type "A" * Standard Approach Policy

(Access control on S-3712(5) may be amended subject to Board review during the July Board meeting)

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* PARTIAL ACCESS CONTROL, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

Law Enforcement Scale Operations Supplemental Budget Approved. The Board was advised that the Board of Examiners has approved the Department's request to supplement the Law Enforcement budget in the amount of \$187,000 for the operation and maintenance of the various fixed scale sites under operation by the Department of Law Enforcement. That amount is for the 1969 - 71 biennium.

Hearing for Relocation Assistance Rules and Procedures Not Necessary. Chief Legal Counsel Tway advised the Board that since the Department has not had five requests for a hearing in the above matter that a public hearing under the act would not be necessary as provided in the present statutes.

Legal Division Reports. Chief Legal Counsel Tway reported on the Oliver B. Turner matter. Mr. Tway reported that the fair market value of Mr. Turner's interest in the Lake Bowl at McCall has been appraised by Mr. Glenn O. Whipple at \$22,100. This was arrived at after establishing the fact that the Bowling Alley had a value of \$74,000 which was encumbered in the amount of \$52,900. He apprised the Board that a letter sent to the Attorney General stated that when the interest in the Lake Bowl, Inc. is sold and if anything is realized over and above debts such amount should be returned to the Highway Fund.

Mr. Tway advised the Board also that the Collier case up for retrial had been denied by the Supreme Court and that the Lee Jordan case had been settled at the Board's authorized price of \$22,500.

THURSDAY, JUNE 12, 1969

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

C. Ed Flandro, Chairman
Howard B. Thomason, Vice-chairman
Lloyd F. Barron, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the North Idaho Board Tour and the regular May 22 Board Meeting.

Out-of-State Travel. The Board authorized the following out-of-state travel:

State Highway Engineer Mathes to Chicago, Illinois, July 31, to attend AASHO - American Association of Railroads Committee Meeting.

One person to attend AASHO Materials Meeting, Duluth, Minnesota, August 4 - 7.

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One person to attend AASHO Maintenance and Equipment Meeting, Denver, Colorado, June 25 - 26.

One person to attend AASHO Design Committee Meeting, Portland, Oregon, July 23 - 25.

Two people to attend Highway Research Board Workshop on Highway Law, Seattle, Washington, July 28 - 31.

Board enlarged on their approval of April 7 for one person from the Legal Division to take depositions on the Sletten claim in the State of Montana.

Deputy State Highway Engineer Christensen and Chief Legal Counsel Tway to Seattle, Washington, July 7 - 8, to confer with the Great Northern Railway Company on three North Idaho projects.

Monthly Maintenance Report. Assistant State Highway Engineer (Operations) Richardson brought the Board up to date on the fixed platform scale operation throughout the State and reported that junkyard licenses were coming in very slowly.

Board Chairman Flandro cited local noncompliance of the junkyards in South Pocatello in expediting their operation without screening efforts. In discussing this with the Legal Division, it was determined that the Court should direct the Kirkham Auto Parts Service Company to obtain a junkyard license, and that the Legal Division should so proceed.

Redistribution of Unused and Surplus County Federal Aid Secondary Funds Approved. A balance of \$632,000 in uncommitted County Federal Aid Secondary Funds existed. The Board approved the recommended redistribution of \$362,100 to the following counties:

Clearwater County, Project S-4782(7) - \$146,500
Bingham County, Project Nos. S-1833(4) & S-1833(5) - \$188,600
Valley County, Warren-Wagon Road - \$27,000

The unclaimed amount of \$269,900 is to be applied on the State Secondary System which presently is very short of Federal Aid moneys.

Board Vice-chairman Thomason Urges Improvement of Harvard - Deary, State Highway 9. Board Vice-chairman Thomason opinioned that this fall when the 1970 construction and five year planning programs are developed that the Board should give consideration toward the improvement of the Harvard - Deary, State Highway 9, section to an oiled surface improvement and then remove this section from the State Highway System and return it to the local jurisdiction of highway government.

Bridge Street in Sandpoint Added to State Highway System Temporarily (US 95). The Board approved the designation as a temporary State highway that section of Bridge Street lying between First Avenue (US 95) and the underpass of the Northern Pacific Railroad in the City of Sandpoint, as shown in official Exhibit B-72, which is made a part hereof with like effect as though extended in full herein.

Resolutions from North Idaho Chamber of Commerce Presented to Board.
The following resolutions dated May 10, 1969, from the North Idaho Chamber of Commerce were presented to the Board:

Resolution No. 2 on Highway No. 95

Respectfully urge and recommend the Idaho Board of Highway Commissioners to exercise their utmost diligence and perseverance to continue the recent efforts to improve U.S. Highway #95 throughout the entire length of the State of Idaho, giving particular priority to those segments and portions of the highway which, in the judgment of such Board, require first priority.

Resolution No. 3 on Highway No. 93

Does re-affirm its position and urges the State Highway Department that time is of the essence to improve said highway north and south of Salmon.

Resolution No. 7

Urgently requests and solicits that the State Highway Board of the State of Idaho undertake at the earliest possible date, a program designed for the best utilization of State Highway #7 upon the Camas Prairie, and in this regard that it undertake a modernization, widening, straightening and paving, most particularly of that approximately 14 miles therefrom the present junction with Highway #95, located 1½ miles from Grangeville, to its intersection with the present Greencreek Highway District road, which is approximately one mile east of Greencreek, thus providing a present continuous farm to market improved, paved road between Grangeville, Greencreek, Cottonwood, Kamiah, Craigmont and Nezperce, connecting by this final and long delayed construction all the important economic centers in North Central Idaho located upon or at the edge of the Camas Prairie.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 95	F-5116(12)	Marvin Everhart & Ruth Everhart	Parcel No. 57
US 95	F-FG-5116(21)	S. Holderness & Ruby C. Holderness	Parcel No. 2
US 20	F-FG-6471(32)	Theodore J. Meppen & Maxine Meppen	Parcel No. 15
US 20	F-FG-6471(32)	H. C. Frew, the heirs & devisees of Marie A. Frew, deceased; James G. McCue, Jr. & Phyllis McCue; Donald K. McDougal & Daniel K. McDougal	Parcel No. 19

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Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-15	I-15-1(15)32 I-15-1(14)28 R/W	Otto K. Degn & Wilma F. Degn - up to \$35,000	Parcel No. 8
I-15	I-15-1(15)32 I-15-1(14)28 R/W	Russell L. Bodkin & Nona Ann Bodkin - up to \$30,000	Parcel No. 17 & 17-1
I-90	I-90-1(45)69	Hecla Mining Company - up to \$23,000	Parcel No. 47

Approval of Deeds & Easements was given on the following:

I-80N	I-IG-80N-1(23)35 & F-FG-3281(9)	Roy A. Shannon & Doris M. Shannon; Leonard S. Fletcher & Reta L. Fletcher (Amalgamated Sugar Co.)	Parcel No. 15A
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The Board signed a quit claim deed granting a restricted point of access.

Approval of Permit to use Right of Way.

US 26	F-6501(5)	Lynn F. Brown & Phyllis Brown	Parcel Nos. 28 & 29
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The Board approved shifting of approaches for the Browns as recommended by the District Engineer.

Discussion of Purchase of Remainder Land on Parcel No. 22, Project I-80N-3(22)159, Carl Woolley. The Board approved acquisition of approximately 9 acres of land north of the canal for the purchase price of \$1,600.

Proposed Exchange of Properties with Glen Dale Ranches, Inc., Gimlet, Idaho (Stock Driveway Misc. Project #799 and U.S. 93 Project No. F.A.P. 123-B). Attorney John Hepworth appeared before the Board, without an appointment, on behalf of Glen Dale Ranches, Inc., request for an exchange of properties south of Ketchum.

The Board determined that no further action should be taken at this time in regard to the exchange of lands with the Glen Dale Ranches, Inc.

Purchase of Mtce. Yard 2150, Ketchum, by the City of Ketchum Discussed. As a result of an opinion from the Chief Legal Counsel that the sale of the Ketchum Maintenance Shed Site to the City of Ketchum would be illegal if the contract provided for a three year payment, the Board suggested that the property be leased to the City of Ketchum with the suggestion that the City accumulate sufficient moneys to buy the property over a two year period.

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Additional Approach Authorized on the following:

US 95 F-FG-5116(21) Howard W. Davis Parcel No. 15

The Board recognized the parcel was entitled to an additional approach within the approach policy as the property has a 683.44 foot frontage and the joint approach at Station 437+91 is primarily for the use of the property at the north (Thompson). The Board waived the minimum requirement of 660' between approaches.

Assumed Purchase Price of \$275,000 for Higgins Point, Coeur d'Alene, Project No. I-90-1(15)16, Discussed. The Board discussed a letter dated June 9, 1969, from Merle Harding, District Engineer at Coeur d'Alene, concerning the acquisition of Higgins Point.

The Board tentatively approved the acquisition of the property in the amount of \$275,000 pending a further economic study and telephone confirmation from the State Highway Engineer.

Board Determines to go to Four Lanes on New American Falls Dam. The matter of the width of the State highway to be placed on the American Falls Dam, two or four lanes, the Board determined that four lanes should be projected, with the Department paying the difference in cost of two lanes versus four lanes.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for July 30, 31 & August 1, 1969.

Read and Approved
July 31, 1969
Boise, Idaho


C. ED FLANDRO, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

July 30 & 31, 1969

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, July 30, 1969. Present were:

C. Ed Flandro, Chairman - Director, District 1
Lloyd F. Barron, Member - Director, District 2
R. B. Christensen, Deputy State Highway Engineer
Wayne Summers, Executive Secretary of the Board

July 30, 1969

Rodney Hawes Urges State Take Over Owyhee County Road. Rodney Hawes, Publisher of the Owyhee Nugget, Marsing, appeared before the Board presenting his July 24 issue which devoted considerable space towards urging the Highway Board to designate the Owyhee Highway from Marsing to Hammett a State highway. A copy of the issue is in the Secretary's files.

The Board inquired as to the per capita income of the County and the amount of levy the local County was getting for road and bridge fund maintenance in relation to the maximum amount permitted by levy.

Mr. Hawes could not answer in exact figures on the tax structure matter.

The Board directed the Department to obtain full information on the County's tax levy as related to road and bridge fund assessment, bonded indebtedness, retirement costs and county per capita income tax comparisons and report back at a later Board meeting the above figures.

Mr. Hawes suggested the Board consider SH 78 be the designated number, as the Owyhee Cattlemen's Association was first organized in Owyhee County in 1878.

Dismantling of U.S. 95 Clearwater Bridge Urged. Superintendent John Williams of the Nez Perce National Park appeared before the Board pointing out that with the planned development of the Nez Perce Park and the reconstruction of the Spaulding Mission, it would be necessary to dismantle the old U.S. 95 Clearwater bridge at Spalding.

Mr. Williams presented letters from the Nez Perce County Commissioners and stated that the Lapwai Highway District was desirous of the removal of the structure because of maintenance costs the Highway District would be put to if the bridge were relinquished to the Highway District upon the completion of the Arrow bridge.

Mr. Williams further stated that the Park plans only one entrance -- this to be from Highway 95. The Park Service was requested to work with the Department on access.

The Board stated they would take the matter under advisement.

U.S. 95 Association Supports Weiser River (Goodrich) Mesa Hill Relocation. The following members from organizations from Cambridge south on U.S. 95 appeared in full support of the Weiser River route in a study being conducted regarding the relocation of U.S. 95 between Cambridge and Council:

Dale B. Jackson, President, Highway 95 Association, Homedale
 Kent W. Gist, Payette County Chamber of Commerce, Fruitland
 Jack Gardner, Mayor, Cambridge
 Bill Hodge, Chamber of Commerce, Fruitland
 Frank Tracy, President, Chamber of Commerce, Fruitland
 David W. Bivens, State Senator, District #10, Payette
 Robert D. Wood, President, Commercial Club, Cambridge
 Percy Ward, Highway 95 Association, Parma
 Tobe Masingill, Chamber of Commerce, Payette

Harry N. Nelson, Chamber of Commerce, Weiser
 George Danielson, State Representative, District #10-A, Cambridge
 Arthur Wilson, Chamber of Commerce, Cambridge
 George H. Benning, Director, SIDA, Weiser
 Roger E. Libby, Highway 95 Association, New Meadows

Statements were presented supporting their views by Senator David Bivens, Payette; Don S. Turner, Payette Chamber of Commerce; and John B. Lloyd, Secretary, U.S. 95 Association, which are on file in the Secretary's office.

The Board stated they appreciated an expression from all segments of people in the area prior to the Board's determining which route should be a subject of public hearing at a later date.

Quit Claim Requested of Ketchum Stock Driveway Segment. Neil Wright of Ketchum who purchased lots 9 and 10 from Glen Dale Ranches, Inc. along the Wood River at Ketchum asked the Board to quit claim a section of his lot 10 which contains a portion of the dedicated livestock driveway along U.S. 93 to which the State of Idaho has an easement title.

Mr. Wright requires a quit claim from the State if he is to remove the clouded title on lot 10 needed by a purchaser to finance the building of a home on the lot.

Mr. Wright was informed that the Board is desirous of researching the matter so that a policy may be established to uniformly treat this problem with other property owners along the stock driveway that have or will have similar problems in the future. The Board stated he would be advised when a policy decision has been developed in the matter.

A.E.C. Financing Participation of U.S. 20-26, Idaho Falls to A.E.C., Briefed. Deputy State Highway Engineer Christensen advised the Board that it now appears that the A.E.C. is hopeful of getting an appropriation for fiscal 1971 budget purposes to participate with the State in improving the Idaho Falls to A.E.C. U.S. 20-26 reconstruction.

The Federal agency was unable to get their share of the needed improvement moneys in their 1970 budget.

The Congressional Delegation has been active in this Federal assisting financing effort.

Extension of Employment. The Board approved an extension of employment for Lawrence Hewitt, Custodian I, age 69, from September 1, 1969, to August 31, 1970.

Out-of-State Travel. The Board authorized the following out-of-state travel:

Department Controller Whaley to B.P.R. Financial Management Conference, Portland, Oregon, August 20 - 22.

State Highway Engineer Mathes to AASHO Organization Committee Meeting, Denver, Colorado, August 20 - 22.

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Lloyd Barron to Glacier National Park, Council of State Governments Meeting on Highway Policy Problems, September 7 - 10.

Traffic Engineer James Pline to Institute of Traffic Engineers Meeting, Los Angeles, California, August 23 - 30.

Keith Longenecker to Highway Research Board Safety Conference, Salt Lake City, Utah, August 10 - 14.

Richard Jobes, Bridge Division, to Portland Cement Association Symposium on Concrete Box Girder Bridge Design, Skokie, Illinois, one week session, October 20 - 24, lodging paid by Association.

Bruce White, Assistant Chief Right of Way Agent, to Right of Way Association Meeting in Olympia, Washington, August 7 - 8.

Hearing Determination - Relocation and Design of SH 34 from Treasureton Summit to Cleveland, Franklin County, Idaho, S-1778(16). A public hearing was held at the Franklin County Court Room, Preston, Idaho, at 2 p.m., Wednesday, June 18, 1969.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines, nunc pro tunc, that:

The project should proceed as planned and proposed at the public hearing when moneys become available.

Hearing Determination - Design of U.S. 20-191 Through Rigby, Jefferson County, Idaho, with the South, East and Southeast Connections, S-6745(1), S-6742(8), F-6471(35), F-6471(39). A public hearing was held at the Jefferson County Court Room, Rigby, Idaho, at 2 p.m., Wednesday, July 9, 1969.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. The project should proceed as planned and proposed at the public hearing when moneys become available.
2. Will evaluate the economic feasibility of including in the design of the project the extending of the frontage road on the west side of the improvement to Second North Street.

Hearing Determination - Design of U.S. 20-191 from Ucon to Rigby Including the Ucon North Connection, F-FG-6471(29). A public hearing was held at the Jefferson County District Court Room, Rigby, Idaho, at 10 a.m., Wednesday, July 9, 1969.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

The project should proceed as planned and proposed at the public hearing when moneys become available.

Hearing Determination - Design of Interstate 15W from Igo O.P. (Excl.) - Bannock Cr. I.C. (Incl.), in Power County, Idaho, I-15W-4(12)81. A public hearing was held at the Bannock County Building Basement Room, Pocatello, Idaho, at 2 p.m., Tuesday, June 17, 1969.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. The project should proceed on the basis of the design presented at public hearing.
2. Every effort should be made to accomplish the building of both interchanges, provided for in the design, during the initial construction of the project.

Hearing Determination - Design of Interstate 15, Downey South and Downey I.C. North, in Bannock County, Idaho, I-15-1(37)29 and I-15-1(15)32. A public hearing was held at the Downey Elementary School Auditorium, Bannock County, Idaho, at 2 p.m., Thursday, June 19, 1969.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. The project should proceed as planned and proposed at the design public hearing.
2. Consideration should be given to the stock trail - frontage road between Walling and Treasure Road requested at the hearing.

Hearing Determination - Design of Interstate 90 from the E.C.L. of Osburn to the West Wallace I.C., in Shoshone County, Idaho, I-IG-90-1(17)60. A public hearing was held at the Shoshone County Probate Court Room, Wallace, Idaho, at 2 p.m., Monday, June 23, 1969.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

The project should proceed as planned and proposed at the public hearing when moneys become available.

Hearing Determination - Relocation and Design of the Improvement of U.S. 20-26, Shoshone - West, F-2351(6). A public hearing was held at the Lincoln County District Court Room, Shoshone, Idaho, at 2 p.m., Friday, June 27, 1969.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

The project should proceed as planned and proposed at the public hearing when moneys become available.

Scheduling for Public Hearings in the Month of August Approved. The Board approved the following schedule for public hearings in the month of August:

1. U.S. 93, North Five Points, Twin Falls
2. S.H. 19, Blaine Street Extension, Caldwell

Board Approves Consultant Agreement Proposals. The Board approved the following consultant agreements:

Design for Payette River Bridge, Emmett, Chronic & Associates, \$12,090.

Design of Clearwater Arrow Bridge, Smith & Monroe, \$40,000.

Complete inspection and service life projection of Perrine Memorial Bridge (US 93, Twin Falls), Howard, Needles, Tammen & Bergendorf, \$81,690.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-6742(4), Ririe Connection, Bonneville County - Utah Power and Light Company

RS 2809(17) formerly S-2809(12), S.H. 68, Corral - Fairfield, Camas County - Prairie Power Cooperative, Inc.

S-3754(4), Nampa - South, Canyon County - Idaho Power Company and Mountain States Telephone & Telegraph Company

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

S-3754(4)	Nampa - South
I-15-1(36)21 Sec. "B"	Colton Road - North (Structures)
I-15-2(21)93 Sec. "B"	Landscaping W. Blackfoot Interchange
I-15-2(18)89 Secs. "A" & "B"	West Blackfoot I.C. - Bonneville County Line
ST-4780(512)	Pierce Main Street
F-U-UG-3022(27)	Boise East Connector to Interstate
RS-2809(17) "A"	Corral - Fairfield
F-4201(24)	Orofino - West
ST-3112(529)	Main & Idaho Streets, Weiser Couplet
S-6742(4)	Ririe Connection
I-80N-2(9)91 Sec. "A"	Sebree I.C. - SH-68 I.C.
F-6471(35)	Rigby So. Connection
I-15-1(28)47 Sec. "C"	Sorrell Creek Dam

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-15-1(36)21, Sec. "A" - The work consists of constructing the road-bed and drainage structures on 7.257 miles of Interstate Highway 15, and a surface treatment on Frontage Road #2, Colton Road - North, in Bannock and Oneida Counties - Federal Aid Interstate and State financed. The contract was awarded to S. S. Mullen, Inc., Seattle, Washington, the low bidder, on July 8, 1969, in the amount of \$2,125,478.00.

I-80N-3(42)193 - The work consists of modifying the sign structures at Heyburn, Burley, S.H. 50 and Salt Lake interchanges, in Jerome, Minidoka and Cassia Counties - Federal Aid Interstate and State financed. As the low and only bidder was 53.7 per cent over the Engineer's Estimate, the bid was rejected and the project will be readvertised.

ST-1031(530) - The work consists of constructing a road mix pavement and seal coating on approximately 5.8 miles of US-191, Utah Line North, in Oneida County - State financed. The contract was awarded to Maverick Construction Company, Burley, Idaho, the low bidder, on July 24, 1969, in the amount of \$96,705.00.

STM-3321(507) - The work consists of seal coating 12.7 miles of SH-44, Middleton-Eagle; 12.5 miles SH-55 from SH-44 to Horseshoe Bend Hill and 12.03 miles of SH-21 from Lucky Peak to Halverson, in Ada, Boise and Canyon Counties - State financed. The contract was awarded to Nelson Sand & Gravel Co., Inc., Boise, Idaho, the low bidder, on July 24, 1969, in the amount of \$77,648.00.

I-80N-3(43)196 - The work consists of seal coating 13.642 miles of Interstate Highway I-80N, Greenwood-Burley I.C. (excl.), in Jerome and Minidoka Counties - Federal Aid Interstate and State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on July 18, 1969, in the amount of \$113,056.25.

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STS-4114(561) - The work consists of widening the roadway and constructing a plant mix pavement on approximately 4.13 miles of U.S. 95, Washington State Line-North, in Nez Perce County - State financed. The contract was awarded to McAtee & Heathe, Inc., Spokane, Washington, the low bidder, on July 24, 1969, in the amount of \$115,992.00.

S-3754(4) - The work consists of constructing the roadway, drainage structures, aggregate base, plant mix pavement and seal coating 5.165 miles of State Highway 45, Nampa - South, in Canyon County - Federal Aid Secondary and State financed. The contract was awarded to Karl Woodall & Sons, Inc., Boise, Idaho, the low bidder, on August 1, 1969, in the amount of \$483,292.40.

Building No. 4374 - The work consists of constructing a 60' x 95' wooden sanding shed with metal roof in the Grangeville Maintenance Yard, in Idaho County - State financed. The Board directed the State Highway Engineer to award the contract to Del's Construction, Grangeville, Idaho, the low bidder, in the amount of \$29,765.00.

ST-1024(538) - The work consists of constructing a plant mix overlay on approximately 1.4 miles of US-30N, Garrett Way and Gould Street (Pocatello), Bannock County - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on August 1, 1969, in the amount of \$89,620.00 (Alternate #2).

STM-4771(509) "A" - The work consists of painting a steel bridge (approximately 423 tons) on SH-7 at Ahsahka, in Clearwater County - State financed. The contract was awarded to T. W. Hanson Painting, Boise, Idaho, the low bidder, on August 1, 1969, in the amount of \$9,850.00.

STM-4771(509) "B" - The work consists of painting 2 steel bridges on SH-7 and US-12, Orofino (approximately 277 tons) and Greer (approximately 195 tons), in Clearwater and Lewis Counties - State financed. The Board directed the State Highway Engineer to award the contract to Tate Paint Shop, Inc., Pullman, Washington, the low bidder, in the amount of \$12,752.00.

STM-4771(509) "C" - The work consists of painting a steel bridge (approximately 309 tons) on US-12, North of Kooskia, in Idaho County - State financed. The Board directed the State Highway Engineer to award the contract to Tate Paint Shop, Inc., Pullman, Washington, the low bidder, in the amount of \$8,782.00.

STM-4771(509) "D" - The work consists of painting 3 steel bridges on US-95 & 12 and SH-13, Spalding (Handrail Only - approximately 43 tons), E. Kooskia (approximately 206 tons), and Harpster (approximately 118 tons), in Nez Perce and Idaho Counties - State financed. The contract was awarded to T. W. Hanson Painting, Boise, Idaho, the low bidder, on August 1, 1969, in the amount of \$10,749.00.

STM-4771(509) "E" - The work consists of painting 2 steel bridges on SH-14 and US-95, South Fork (approximately 67 tons) and Goff (approximately 260 tons), in Idaho County - State financed. The contract was awarded to T. W. Hanson Painting, Boise, Idaho, the low bidder, on August 1, 1969, in the amount of \$7,390.00.

ST-4780(512) - The work consists of reconstructing the roadway, curb and gutter and a plant mix pavement on 0.19 mile of State Highway No. 11, Pierce Main Street, in Clearwater County - State financed. The contract was awarded to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder, on August 4, 1969, in the amount of \$64,899.00.

I-15-1(36)21, Sec. "B" - The work consists of constructing 2-127' concrete overpasses at Station 241+60, 2-126' concrete overpasses at 326+00, 1-304' concrete and steel underpass at 394+31.76 and 2-127' concrete overpasses, Colton Road - North, in Bannock and Oneida Counties - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Const. Co., Twin Falls, Idaho, the low bidder, on August 1, 1969, in the amount of \$454,352.90.

I-15-2(18)89, Sections "A" & "B" - The work consists of placing a plant mix scrub coat, plant mix pavement, fog seal and installing guard rail on 19.021 miles of Interstate Highway 15, W. Blackfoot I.C. - Bonneville County Line, in Bingham County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Western Const., Inc., Boise, Idaho, the low bidder, in the amount of \$1,299,432.50.

I-15-2(21)93, Sec. "B" - The work consists of landscaping, lawn construction and an underground sprinkler system within the West Blackfoot I.C. on Interstate Highway 15, in Bingham County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Wayne O. Harris & Assoc., Pendleton, Oregon, the low bidder, in the amount of \$85,830.89.

RS-2809(17), Sec. "A" - The work consists of constructing the roadway, drainage structures, aggregate base and a bituminous surface treatment on 7.685 miles of SH-68, between Corral and Fairfield, in Camas County - Federal Aid Secondary and State financed. The Board directed the State Highway Engineer to award the contract to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$651,563.50.

F-U-UG-3022(27) - The work consists of constructing the roadway, drainage structures, a plant mix bituminous surface and seal coat, a 302' concrete and steel R.R. and N.Y. Canal O.P., a 339' concrete underpass at US-30 on 0.638 miles of East Connector to I-80N, in Ada County - Federal Aid Primary, Urban and State Highway financed. The Board directed the State Highway Engineer to award the contract to Galey Construction Company, Boise, Idaho, the low bidder, in the amount of \$1,372,845.06.

In The Matter of Adoption of Permanent Rules and Regulations Govern-
Highway Relocation Assistance to Persons Displaced from Real Property
Acquired for State Primary or Secondary Highways or Federal Aid Highway
Systems Within the State of Idaho. It appearing to the Board that Notice of Intention to Adopt Rules and Regulations governing highway relocation assistance to persons displaced from real property acquired for state primary or secondary highways or federal aid highway systems within the State of Idaho was duly published in The Idaho Daily Statesman newspaper, a legal newspaper as defined by law in its regular issues of June 26, 1969, July 10, 1969, and July 17, 1969, as more fully appears by a copy

of said Notice and a copy of the Affidavit of Publication which are attached hereto, marked Exhibits "A" and "B" respectively, and made a part hereof as fully as set forth at this point in haec verba; and,

It further appearing to the Board that no person or persons made written requests for a hearing on said proposed rules and regulations as is more fully provided in such notice; and,

The Board being fully advised in the matter and having duly considered the emergency rules adopted May 22, 1969,

NOW, THEREFORE, The Idaho Board of Highway Directors hereby adopts the emergency rules and regulations implementing the provisions of Section 10 of Senate Bill 1189 enacted by the 1969 Legislature of the State of Idaho, and duly approved by the Governor of the State of Idaho, a copy of which is attached hereto, marked Exhibit "C", and made a part hereof as fully as if set forth at this point in haec verba, as permanent rules and regulations of the Idaho Board of Highway Directors of the Idaho Department of Highways governing highway relocation assistance to persons displaced from real property acquired for state primary or secondary highways or federal aid highway systems within the State of Idaho, effective 20 days from the date hereof.

(This matter is marked Exhibit C-55(A), Exhibit C-55(B) and Exhibit C-55(C) and can be found in full in Official Exhibit Book "C" of the Idaho Board of Highway Directors.)

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-80N	I-80N-3(22)159	Mary V. Slaughter & W. A. Slaughter, Jr.	Parcel Nos. 8 & 37
I-80N	I-80N-3(22)159	Vernon L. Miller & Lila Fern Miller	Parcel No. 26
I-90	I-90-1(45)69	Edmund Lee Lefler & Jo Ann Lefler	Parcel No. 33
US 95	F-5116(12)	Heirs & Devisees of Clara H. McDonald, deceased; Heirs & Devisees of Archibald R. McDonald, deceased; Heirs & Devisees of Mary A. McDonald, deceased	Parcel No. 31
US 95	F-5116(12)	Harry A. Wilson & Mildred Wilson	Parcel No. 36
US 95	F-5116(12)	Sverra Holmes & Lucy V. Holmes	Parcel No. 51
US 95	F-5116(12)	Pearl E. Miller formerly Pearl E. Buckle; Frank E. Reed & Alice M. Reed	Parcel No. 62

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SH 68	S-2809(13)	J. E. Fredrickson & Ruth Fredrickson	Parcel No. 2
SH 68	S-2809(13)	Henry L. Wurst & Josephine Wurst	Parcel No. 3
SH 68	S-2809(13)	Hailey Corporation of the Church of Jesus Christ of Latter-Day-Saints	Parcel No. 4
SH 68	S-2809(13)	Edward W. Sharp & Sylvia Sharp	Parcel No. 21
SH 68	S-2809(13)	Harvey Bickett & Lucille Bickett	Parcel No. 8
SH 68	S-2809(13)	Silas Dayley & Jennie Dayley; Maurice C. Ellsworth & Norma O. Ellsworth	Parcel No. 12

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-80N	I-80N-3(22)159	North Side Canal Company	Parcel No. 40
The Board authorized a settlement of \$53,550 and further agreed that the price could go to \$55,000.			
US 191	F-FG-6471(29)	Bass & Hurley, Inc. - \$30,320	Parcel No. 21

Approval of Deeds & Easements.

I-80N	I-80N-3(22)159	Shewmaker Bros., Inc.	Parcel No. 25-R
The Board approved a deed transferring Parcel 25-R to Shewmaker Bros., Inc.			

Approval of Permits to Use Right of Way and Pertinent Exchange of Access Deeds.

SH 55	F-3271(1)	Geertson Lumber, Inc.	3-69-96 Parcel No. 3A
The Board approved exchange of deed for exchange of access.			
US 12 & 95	F-4114(4)	Nez Perce Tractor & Equipment Company	4-69-51
The Board approved an application for an approach subject to County and B.P.R. approval.			

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US 2
& 95

F-FG-5116(21)

Howard W. Davis &
Gladys Mae Davis

Parcel No. 15A

The Board approved an exchange of access deed.

US 26

F-6501(5)

Lyman Bowles

Parcel No. 13A

The Board approved an application for an exchange of access.

US 26

F-6501(5)

Jesse V. Schow

Parcel No. 23A

The Board approved an exchange of access deed.

US 26

F-6501(5)

Lynn F. Brown &
Phyllis Brown

Parcel Nos. 28
& 29A

The Board approved an exchange of access deed.

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

US 95

F-5116(10)

Portion NE $\frac{1}{4}$ NW $\frac{1}{4}$, Section
7, Township 60 North,
Range 1 East, Boise
Meridian - to be sold at
a minimum of \$800.00.

Parcel No. 11 $\frac{1}{2}$

Approval of Negotiated Settlement.

US 30N

F-FG-1024(20)
F-FG-1024(6) R/W

Oregon Short Line Railroad
Company

Parcel No. 2

The Board instructed the Department to attempt to negotiate with the Oregon Short Line Railroad Company by offering to include a frontage road, but to make no further offer for the crossing easement. The Board further authorized that such settlement could go as far as \$70,000.

Report on Progress of Negotiations.

I-90

I-90-1(15)16

Milton I. Higgins &
Maybelle Higgins

It was reported to the Board that settlement had been reached with the Higgins for \$275,000 and that necessary papers for transferring title were now in the process for completion.

THURSDAY, JULY 31, 1969

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

C. Ed Flandro, Chairman
Lloyd F. Barron, Member
R. B. Christensen, Deputy State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the June Board Meeting.

Wide Load Request of Twin Falls County Commissioners Denied. After reading a letter from the Twin Falls County Commissioners requesting the Board to permit a 20 foot lowboy movement hauling car bodies in the Twin Falls area, the Board determined that, although they were sympathetic with the problem, because of the precedence and highway safety the permit should not be issued.

The Twin Falls County Commissioners are to be so advised.

Outdoor Advertising and Junkyard Control Status Reported. Assistant State Highway Engineer (Operations) Richardson reported on the current status of outdoor advertising and junkyard controls, along with a report from Chief Legal Counsel Tway, indicating that legal action as requested by the Board earlier in the year towards the enforcement of Idaho law on the subject was progressing and that compliance with the licensing requirement is rapidly being realized.

Legal Division Reports. Chief Legal Counsel Tway reported on the State v. Iverson case. The Board authorized a settlement in the amount of \$24,300.

Mr. Tway also reported on the V-1 Oil Company case and the Board authorized a settlement up to \$73,000.

Five Mile - Cloverdale Interchange Addition Approved. The Department discussed with the Board the need for an additional interchange on Interstate 80N at the Five Mile and Cloverdale location together with a study for relocation for a new highway westerly to State Highway 44 and easterly to Overland.

A more specific proposal is to be forthcoming when the Board considers the new "Five Year Planning Program" this fall.

To this, the Board concurred.

Removal of Unwarranted Meridian Traffic Signal Approved. James Pline, State Traffic Engineer, recounted to the Board the problem that has developed with the City of Meridian in the Department's attempt to remove the traffic signal in Meridian which is no longer warranted because of the reduction of traffic due to the completion of Interstate 80N and an increase of traffic accidents at the signaled intersection since the traffic has been reduced.

July 31, 1969

The Board concurred that the Department should remove the traffic signal since it is no longer warranted and directed the Department to work with the City to this end.

Interstate Signing for Pocatello Discussed. James Pline, State Traffic Engineer, went over the signing of the City of Pocatello from Interstates 15W and 15 and it was determined that a change in the signing at the West Vaco interchange was desirable to more properly inform the people that this interchange served West Pocatello and that there would be other interchanges serving Pocatello in advance of this point.

Increase of U.S. 95 Speed Zone in North McCall Authorized. James Pline, State Traffic Engineer, recounted to the Board that latest radar speed checks from the Shore Lodge intersection north should be put back to the 50 mile per hour zoning and the City of McCall so informed. He stated that the 35 mile per hour signing has made no reduction in the percentile of the previously recorded speeds.

The recent speed check was made as agreed with the City of McCall earlier this year when the Board acceded to the City's request to reduce that section of U.S. 95 to a 35 mile speed zone. The City was informed at that time that it was a temporary measure until radar speed checks could be made during the summer traffic season in order to establish a 95 percentile speed for zoning purposes.

Speed Control Zones in District 1 (SH 39). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 39 from American Falls Urban Extension to Junction with US 26, as recommended and stated in marked Exhibit A-274, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (SH 21). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 21 from East of Custer - Boise County Line to US 93, as recommended and stated in marked Exhibit A-275, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Stanley (SH 21). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 21 in the City of Stanley, as recommended and stated in marked Exhibit A-276, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Ashton (US 20, US 191, SH 32, SH 47). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20, US 191, SH 32 and SH 47 in the City of Ashton, as recommended and stated in marked Exhibit A-277, which is made a part hereof with like effect as though extended in full herein.

Access Control was approved by the Board as follows:

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<u>Project No.</u>	<u>Project Location</u>
F-3281(21)	Phyllis Canal Bridge and R/W for Second Street South Extension

Type of Control

Supersedes minute entry dated January 17, 1969. Partial Access Control, Type "B", except south of station 15+00 to 22+50 which is to be Partial Access Control, Type "A". ** *

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
S-3754(5)	Walters Ferry Bridge	Partial Control, Type "A" *

* PARTIAL ACCESS CONTROL, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

** PARTIAL ACCESS CONTROL, TYPE "B"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

No new private approaches will be allowed.

Use of Private Approaches

All existing private approaches will be unrestricted as to use.

All approaches provided in conformity with this policy shall be shown on the approved plans.

Glenns Ferry and Hammett Interstate 80N Location Analyzed. The Board was presented with hearing transcripts and exhibits and discussed at length factors involving a determination concerning the location of Interstate 80N from the South Mountain Home Interchange through Glenns Ferry.

The Board determined to withhold decision on the subject until a full Board could meet and arrive at a decision.

The Secretary advised that hearing transcripts, route study and hearing brochures were mailed to the absent Board Member, Vice-chairman Thomason.

Mesa Hill Study Reported - Hearing Route Selected. Howard Pilkington, Assistant Planning Engineer, presented to the Board the U.S. 95 Mesa Hill route study report. Three alternates were presented as covered in the study: The existing improved plan with a south and also a north alternate, central plan and the Weiser River plan.

After considering cost benefit factors as well as considering positions taken by highway users and local government officials, the Board directed the Department to go to hearing on the existing improved - north alternate plan, a route having a favorable capital cost, and one that would lend itself to financing and stage construction that could be put into service as the various sections were built. It was noted the Weiser River route through Goodrich Canyon did not offer any use until the construction cost of \$5½ million was expended. The Board viewed that with available limited Primary funds as they are, it would take several years to complete that route to a usable facility.

Board Apprised of Bureau of Public Roads Approval of Second Interchange Requested on Igo - Bannock Creek Project. Deputy State Highway Engineer Christensen apprised the Board that the Bureau of Public Roads was approving the Bannock Creek and Gas Line Road Interchanges on the above project but had withdrawn their support for the frontage road on the north side of the project between those Interchanges.

Mr. Christensen stated that the Department would endeavor to obtain full participation of the frontage road but failing the Board concurred in the financing of the section that would be refused Federal participation to be built with State funds.

WHEREUPON, the Board adjourned until its next meeting which is scheduled for August 7, 1969.

Read and Approved
September 10, 1969
Boise, Idaho


C. ED FLANDRO, Chairman

MINUTES OF THE SPECIAL MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

August 7, 1969

The Idaho Board of Highway Directors met in special session in Boise, Idaho, Thursday, August 7, 1969. Present were:

C. Ed Flandro, Chairman - Director, District 1
Howard B. Thomason, Vice-chairman - Director, District 3
Lloyd F. Barron, Member - Director, District 2
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

August 7, 1969

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Meeting with Bureau of Public Roads Idaho Division Engineer. At the invitation of State Highway Engineer Mathes, Omar L. Homme, Idaho Division Engineer of the Bureau of Public Roads, visited with the Board that the Board might hear him regarding his views prior to making the Glenns Ferry and Hammett decisions which was one of the purposes for calling the special Board meeting.

Mr. Homme indicated that he would need time to review the full testimony in transcript form before reaching a firm decision.

Out-of-State Travel. The Board authorized the following out-of-state travel:

E. L. Mathes, State Highway Engineer, and R. B. Christensen, Deputy State Highway Engineer, to attend the AASHO Conference at Philadelphia, Pennsylvania, October 25 - 31.

George Neumayer, Administrative Director, to attend a Communications Conference at Portland, Oregon, September 15 - 17.

State Locating - Photogrammetric Engineer Confirmed. Upon the recommendation of the State Highway Engineer, Ralph Gwin from the Rigby District Office was recommended to fill the vacancy of Locating - Photogrammetric Engineer.

To this, the Board concurred.

Hearing Determination - Location of Interstate 80N from the South Mountain Home Interchange through Glenns Ferry by way of Hammett with a Connection to Hammett, Elmore County, Idaho, Project Nos. I-80N-2(10)96, I-80N-2(12)109 & S-SG-3703(4). A public hearing was held at the Glenns Ferry School Cafeteria, Glenns Ferry, Idaho, at 8 p.m., Wednesday, July 16, 1969.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. The Department of Highways is directed to proceed with the completion of plans and the construction of the referenced section of Interstate Route 80N as proposed in the hearing brochure dated June 1969.
2. This decision complements the decision reached by the Idaho Board of Highway Directors following a hearing on this segment of Interstate 80N which was held in Glenns Ferry, Idaho on October 30, 1963.
3. The proposed changes in the State Highway System as set forth in the hearing brochure dated June 1969 should be made.

Hearing Determination - Location of Interstate 80N from the South Mountain Home Interchange Through Glenns Ferry by way of Hammett with a Connection to Hammett, Elmore County, Idaho, Project Nos. I-80N-2(10)96, I-80N-2(12)109 & S-SG-3703(4). A public hearing was held at the Hammett Neighbor Center, Hammett Public School Building, Hammett, Idaho, at 8 p.m., Thursday, July 17, 1969.

The Board, having read the transcript made of the testimony and proceedings had at said hearing and having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Board of Highway Directors finds and determines that:

1. The Department of Highways is directed to proceed with the completion of plans and the construction of the referenced section of Interstate Route 80N as proposed in the hearing brochure dated June 1969.
2. This decision complements the decision reached by the Idaho Board of Highway Directors following a hearing on this segment of Interstate 80N which was held in Hammett, Idaho on October 28, 1963.
3. The proposed changes in the State Highway System as set forth in the hearing brochure dated June 1969 should be made.

Department Salary Structure Evaluated. The Board met at luncheon with Governor Samuelson to discuss the Department's concern with respect to the Department's current salary structure.

The Governor indicated that this was a matter of similar concern to all agencies of the State government. He suggested that the Board evaluate the present salary structure related to those positions that fall within the recommendation of the Highway Board only.

He suggested that the Department's common class positions be reviewed with the Personnel Commission with the thought in mind that they be consistent with other agencies of State government.

The Board and the Governor both agreed some adjustment in the salary structure would undoubtedly be required to retain and obtain fully qualified technical and professional employees.

As a result of the discussion, the State Highway Engineer stated that the Department would further analyze all of the various factors involved, review the subject with the State Personnel Director and make a recommendation to the Board in the very near future.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
September 10, 1969
Boise, Idaho


C. ED FLANERO, Chairman

August 7, 1969

CCD199

MINUTES OF THE SPECIAL MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

August 19, 1969

The Idaho Board of Highway Directors met in special session in Boise, Idaho, Tuesday, August 19, 1969. Present were:

C. Ed Flandro, Chairman - Director, District 1
Lloyd F. Barron, Member - Director, District 2
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Meeting With Bureau of Public Roads Idaho Division Engineer. At the request of Bureau of Public Roads Idaho Division Engineer Omar L. Homme, the Board met in special session to permit an expression by him of his views concerning the matter of the location and design of Interstate 80N between the South Mountain Home Interchange and Glenns Ferry.

He presented the following eight points that, in his opinion, should dictate his recommendation for Line 3 in place of Line 1 that was determined by the Board following the public hearings at Glenns Ferry and Hammett in the matter:

1. The significant additional cost to the highway user. The 2 million plus for construction and right of way costs is an important factor. Most important, however, is the continuing 1 million annual highway user costs with the longer route.
2. Plan 1 results in more total road mileage for someone to maintain and gives less highway service.
3. The two railroad grade crossings introduced on the frontage road is contrary to AASHO and BPR policy and unacceptable.
4. This continuous frontage road lacks support. Use as a detour is good planning but with Plan 3, detouring traffic is not necessary.
5. Social effects of Plan 1 appear to be more adverse than with Plan 3. Twelve residences and three businesses are disrupted. There are none with Plan 3.
6. Safety - The restricted sections in the narrows add to the hazards of traveling. The grade crossings on the frontage road would certainly present grave hazards. School bus circulation was a reason for this frontage road. Also, all corridor traffic would be routed over these crossings during construction.
7. There is a significant segment of Glenns Ferry opposed to Plan 1 as adopted. The implication being that the modified Plan 1 or Plan 3 would be acceptable. Plan 1 modified is

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estimated at an additional million dollar cost. Because of this, the high cost of separating the railroad on the frontage road, and difficult construction through the narrows, we are looking at the probability of a much greater initial cost differential. The inflation cost due to delay which has been cited would be compensated for by a gain on inflation with these funds used elsewhere at an earlier date.

8. Alternate routings through this corridor is important for National Defense or other emergencies.

The Board went over the eight points together with a review of its stated position and directed State Highway Engineer Mathes to advise Mr. Homme that after the Board and the Department had the opportunity to look into the matter further that by September 1 Mr. Homme would be apprised by Mr. Mathes the Board's disposition of the matter in light of the eight points submitted by Mr. Homme.

Board Authorizes Land Exchange Negotiation, Project No. F-2361(11).
The Board authorized Chief Legal Counsel Tway, as an alternate settlement of a condemnation matter in the above project, to exchange approximately .84 acres of land (consisting of a dump area) not needed for a rest area which has been or is being acquired for .89 acres of land needed for right of way from the Rainbow Trout Farms, Inc., plus an additional cash payment to be paid to the Rainbow Trout Farms, Inc. in an amount to be determined by negotiation.

Should the exchange and negotiated price be agreed to, the matter is to be brought before the Board for final determination.

WHEREUPON, the Board adjourned until its next meeting.

Read and Approved
September 10, 1969
Boise, Idaho


C. ED FLAMBRO, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

September 10, 11 & 12, 1969

The Idaho Board of Highway Directors met in stated regular session at 9:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, September 10, 1969. Present were:

September 10, 1969

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C. Ed Flandro, Chairman - Director, District 1
 Howard B. Thomason, Vice-chairman - Director, District 3
 Lloyd F. Barron, Member - Director, District 2
 E. L. Mathes, State Highway Engineer
 Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the July 30 - 31, August 7 and August 19 Board Meetings.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

Stockpile No. 3541	Council
I-80N-1(49)3	Various Bridges - Rail Modification
I-15-1(58)47 &	Merrill Road I.C. & W. & E. American
I-15W-4(31)94	Falls I.C.'s
ST-6462(505)	Rexburg - West
RS-2809(17)	Corral - Fairfield (Strs.)
LSF-50-1(4)	"G" Street Landscaping, Idaho Falls
I-80N-2(36)49	Maple Grove I.C. (Excl.) -
	Isaac's Canyon
I-80N-2(9)91	Sebree I.C. - SH-68 I.C.
Building No. 2251	Shoshone District Office Addition
S-1778(16)	Treasureton Summit - Cleveland

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

F-4201(24) - The work consists of reconstructing portions of roadway at intermittent locations on U.S. Highway 12, Orofino - West, in Clearwater County - Federal Aid Primary and State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on August 27, 1969, in the amount of \$207,041.10.

S-6742(4) - The work consists of constructing the roadway, drainage and irrigation structures, 42' and 50' concrete bridges and a plant mix bituminous pavement on approximately 0.995 mile of SH-48, Ririe Connection, in Bonneville County - Federal Aid Secondary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on September 15, 1969, in the amount of \$183,352.50.

ST-3112(529) - The work consists of reconstructing the roadway, drainage structures, curb and gutter, a plant mix pavement, seal coating and signing on 0.486 mile (average length) on Main and Idaho Streets for the Weiser Couplet, in Washington County - State financed. As the low bidder was 38.067 per cent over the Engineer's Estimate, the bid was rejected and the project will be readvertised.

I-15-1(28)47, Sec. "C" - The work consists of constructing Sorrell Creek Dam and appurtenances adjacent to Interstate 15 near Inkam, Idaho, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Taysom Construction Co., Pocatello, Idaho, the low bidder, on September 15, 1969, in the amount of \$43,555.00.

I-15-1(58)47 & I-15W-4(31)94 - The work consists of modifying the handrails on the Merrill Road I.C. and the W. and E. American Falls I.C.'s, in Bannock and Power Counties - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on September 18, 1969, in the amount of \$20,550.00.

I-80N-1(49)3 - The work consists of modifying the handrails on the Meridian, Franklin (Nampa), Sand Hollow and Fruitland Interchanges, Interstate Highway 80N, in Ada, Canyon and Payette Counties - Federal Aid Interstate and State financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on September 18, 1969, in the amount of \$42,219.00.

Stockpile No. 3541 - The work consists of furnishing aggregate for road mix pavement and cover coat material in stockpiles at the Council Maintenance Yard (M.P. 140-U.S. 95), in Adams County - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on September 23, 1969, in the amount of \$33,350.00.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-80N	I-80N-3(22)159	Anton Almberg & Lillie Almberg	Parcel No. 9
I-80N	I-80N-3(22)159	Sophia A. Gunning; C. Edward Gunning & Ann B. Gunning	Parcel No. 13

Approval of Permit to use Right of Way and Pertinent Quitclaim Deed:

US 26	F-6501(5) F-6501(7) R/W	Lois Parker & Leo Parker	Parcel No. 14.1
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The Board approved the quitclaim deed for the Parkers with instructions to hold the deed in the Right of Way Division until Bureau of Public Roads' approval is obtained.

Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

US 26	F-6501(5) F-6501(7) R/W	Lyman Bowles & Martha L. Bowles, Farrell R. Bowles & Joyce H. Bowles	Parcel No. 13A
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Approval of Quitclaim Deed was given on the following:

US 30N	ST-1481(534)	Administratrix of the Estate of James Monroe White also known as Roe White, deceased	E-3.1
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Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

Maintenance Yard #3070 McCall, Idaho	Portion Government Lots 1 & 2, T. 18 N., R. 3 E., B.M. - \$3,500	
I-80N I-80N-1(29)45	Part of $N\frac{1}{2}N\frac{1}{2}SE\frac{1}{4}SE\frac{1}{4}$, Sec. 18, T. 3 N., R. 1 E., B.M.	Parcel Nos. 6R-1 & 6R-2
	Parcel No. 6R-1 - \$3,500 Parcel No. 6R-2 - \$500	
I-80N I-80N-1(22)50	Part of $E\frac{1}{2}NW\frac{1}{4}NE\frac{1}{4}$, Sec. 13, T. 3 N., R. 1 E., B.M. - \$4,000	Parcel No. 17R
I-80N I-80N-2(14)50	Part of Lots 21, 22, 23, Blk. 2, Randall Acres Sub. No. 13 - \$100	Parcel No. 20R-2
I-80N I-80N-2(14)50	Part of Lot 3, Blk. 2, Randall Acres Sub. 13 - \$50	Parcel No. 24R
I-80N I-80N-2(14)50	Part of Lot 4, Blk. 2, Randall Acres Sub. 13 - \$100	Parcel No. 26R
I-80N I-80N-2(15)50	Part of S. 107' of Lot 3 and N. 41' of Lot 4, Blk. 2, Country Club Sub. 3 - \$1,200	Parcel No. 30R
I-80N I-80N-2(15)50	Part of E. 103' of W. 206', Lot 8, Blk. 2, Country Club Sub. No. 7 - \$100	Parcel No. 43R
I-80N I-80N-2(15)50	Part of Lot 5, Blk. 1, Country Club Sub. 7 - \$50	Parcel No. 48-R-3
I-80N I-80N-2(15)50	Part of Lots 3, 4, 5, Blk. 1, Country Club Sub. No. 7 - \$1,800	Parcel No. 48-R-1
I-80N I-80N-2(15)50	Part of E. 85' of Lot 10, Blk. 2, Country Club Sub. 13 - \$50	Parcel No. 66 $\frac{1}{2}$ -R
I-80N I-80N-2(15)50	Part of $NW\frac{1}{4}NE\frac{1}{4}$, S. 29, T. 3 N., R. 2 E., B.M. - \$50	Parcel No. 63R

I-80N	I-80N-2(14)50	Part of Blk. 20, Elder Subdivision - \$400	Parcel No. 77R
I-80N	I-80N-2(14)50	Part of Blk. 21, Elder Subdivision - \$500	Parcel No. 78R
I-80N	I-80N-2(14)50	Part of Blk. 22, Elder Subdivision - \$800	Parcel No. 79R
I-80N	I-80N-2(14)50	Part of Blk. 25, Elder Subdivision - \$330	Parcel No. 85R

Report on Progress of Condemnation.

US 95	F-FG-5116(21)	S. Holderness & Ruby C. Holderness	Parcel No. 2
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Items affecting the acquisition of this parcel were discussed and the Board ordered the immediate filing of a condemnation of the parcel.

Mor-Gain, Inc., Wendell, Asks for 64' Entrance Approach. Clyde Petersen and William Duggan of Mor-Gain, Inc. of Wendell appeared before the Board requesting that a 64' approach asked for to their property from the proposed Wendell Main Street approach to the South Interstate Interchange not be reduced to a 40' opening. The delegation stated that there is a possibility for a service station to purchase the land and that for circulation reasons a 64' approach that was allegedly promised them by Blaine Sessions be placed on the construction plans.

It was pointed out to the delegation that the Department policy is for entrances not to exceed 40' but possibly two 40' openings might be explored if there could be enough distance between each 40' opening.

The Board asked for a report from Blaine Sessions on the matter.

City of Glenns Ferry Asks for Alternate Approach for Line 1 to Glenns Ferry. Appearing before the Board were the following: City Councilmen Ernest D. Messerly, Floyd A. Wise, and R. A. Sims, and City Attorney Francis H. Hicks. The delegation stated that they were not interested in discussing Line 3 at this time but only an alternate Line 1 approach other than that presented at public hearings to the City of Glenns Ferry. It being north of the school as it came through the City utilizing the present U.S. 30 as a frontage road. The need for this line change in approaching the City is to eliminate the bisecting of the City as proposed at the public hearing. If granted, the requested alternate would, in the delegation's opinion, lessen the dislocation of the City's tax base and make a safer traffic operation for school children going to and returning from school.

The City of Glenns Ferry also presented a letter from the Glenns Ferry Chamber of Commerce citing the following three reasons for a change in Line 1 as it approaches Glenns Ferry:

1. That the Highway would bisect the City.
2. That the traffic noise would be undesirable at the City Park, the local cemetery and to adjacent residences.
3. That the traffic from adjacent farms on the west of Glenns Ferry would be forced to use the City streets through the business section in order to reach the Beet Dump on the east end.

The Department said they would re-evaluate the cost of the proposed line change requested by the delegation and report back to the Board.

Discussion of Request by Buttrey Food Stores Division, Jewel Companies, Inc., for Deletion of Building Set Back Restrictions from Conveyances in Connection with Parcel Nos. 3R and 4 $\frac{1}{2}$ on U.S. 30N, Project No. F-1024(20). Appearing before the Board was Francis J. Raucci, Legal Counsel for Buttrey's Inc., Great Falls, Montana, asking for relief in a right of way contract calling for a 20' building set back in the Buttrey property at Pocatello. Mr. Raucci stated that there was a misunderstanding at the time of signing the deed that the 20' was, in their thinking, from the curb line and not from the property line. It was not brought to their attention until purchasers of an undeveloped section of the property found the 20' building set back from the property line did not fit their planned development.

Deputy State Highway Engineer Christensen pointed out the reason for the set back and advised the Board that there was no problem from the sight distance traffic safety standpoint south of the old alley. Mr. Flandro suggested that Mr. Raucci should contact Archie Service of Pocatello who in turn will arrange to send in plans of the building so that the set back requirements can be determined.

Board Awards 1970 State Highway Map Contract to Montana Graphic Arts Company. Mr. Robert Warner, representing Gousha Company, Chicago map makers, and Bob Pearson, representing printers and lithographers - Montana Graphic Arts Company of Missoula, Montana, appeared asking the Board to award the map contract to them since they were the lowest bidder and assured the Board that they could produce a finished product equally as good as has been had from Rand McNally & Company.

Mr. Pearson stated that they would supply a performance bond and not only could but would deliver the finished map as per the contract.

The Board then directed the Department to accept this firm as the successful low bidder for the 1970 State highway map.

A.E.C. Budgets its Participation for U.S. 20-26 Idaho Falls to A.E.C. Improvement. State Highway Engineer Mathes informed the Board that Mr. William Ginkel, General Manager for the A.E.C. Idaho operation, informed him that he would place in next year's budget \$1,320,000 that if approved would be available to participate in the highway improvement after July 1, 1970.

Parkinson Access Matter at Orchard Interchange Discussed. State Highway Engineer Mathes reported on a request from the Parkinson brothers for an access road to their property which has been cut off by a former private road access being closed by a locked gate by an adjoining owner. Mr. Mathes stated that to give Mr. Parkinson other access would cost the Department approximately \$9,500 as two cattle guards would have to be installed.

The question of the County's responsibility in supplying adequate roads caused the Board to make no determination in the matter until the County matter had been explored further.

Owyhee County Road Request Replied To. The Board directed its Executive Secretary to reply in the negative to Mr. Rodney Hawes and various others who in recent months have urged the Board to take over the Owyhee County Road from Marsing to Hammett and Grand View to the Air Force Base junction because of Owyhee County's financial inability to maintain these two oiled surface roads.

The Board made this determination after reviewing the many previous similar requests from other sections of the State and after reading a tax summary of Owyhee County as to road levies, bonded indebtedness and service charges together with individual and household income compared to other counties in the State.

A letter outlining the reasons together with the tax data was directed to be sent to Rodney Hawes, Publisher of the Owyhee Nugget of Marsing.

Spalding - Clearwater River Bridge to be Offered to Local Jurisdictions for Removal. In discussing the matter of the ultimate disposition of the Clearwater River Bridge at Spalding which the Nez Perce Park and Nez Perce County Commissioners requested the removal of at the July Board meeting, the Board determined before bringing the matter to public hearing to first see if any local division of government might desire the structure to the extent of financing its removal.

The Department was directed to contact the Northern Idaho Counties and Highway Districts in this regard. Should there be a firm offer to remove the structure, the Board would then set up a public hearing disposing of the matter.

Board Sets November Meeting Dates. The Board set its November meeting date for Tuesday, November 18, with the Forest Highway Public Hearing and 1970 fund allocation set for Wednesday, November 19.

Renewal of Department Vehicle Liability Insurance Approved. Upon the recommendation of John Blaine, State Insurance Commissioner, and that of the State Highway Engineer, the Board accepted the quotation of \$67,750 annual fee to be written and covered by the Aetna Casualty and Surety Company for the Department's public liability insurance. The coverage is to remain the same as that which has been in effect.

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The Board urged the Department to request the Insurance Commissioner to place this insurance throughout the State other than Boise as Boise agencies for many years have been underwriting this policy for the Department.

Personnel Salary Structure Revision Approved. Board Chairman Flandro and Member Barron confirmed an earlier letter from Mr. Flandro and approved the upward revision of all of the Department's HX salary structure. Those employees falling in common classes with other State agencies would be considered later when "State agency wide" action might be taken.

Mr. Barron stated that he was under the impression that the salary increase was needed in the HX positions because the Department was losing too many technical people to other places paying higher salaries.

Revision to Board Policy 201 - Restrictions on Foreign Materials. Based on a current interpretation of applicable Federal Aid regulations and recent experiences with foreign steel supplied to Idaho projects where inspection and testing has been costly and difficult, Board Policy 201 dated 7/31/59 is revised as follows:

Recognizing the importance of maintaining a high level of quality control over materials incorporated into highway projects and being cognizant of the difficulties inherent in inspecting and testing materials produced in foreign nations, the Board of Highway Directors hereby declares that it shall be the policy of the Department of Highways to use in construction only those materials produced under acceptable quality control practices in this country and fully meeting the requirements of applicable specifications, except that incidental materials and minor component parts generally produced in foreign countries shall be acceptable for use.

Board Adopts New Board Policy No. 207 - Location and Design Determinations After Public Hearings. In the matter of highway location and design determinations subsequent to public hearings, the policy of the Board is as follows:

1. In cases of location hearings or combined location and design hearings applicable to the State Highway System, the Board shall review testimony and make a formal determination. When hearings are convened in compliance with Section 40-121, Idaho Code, the Board shall render its decision within ten days of the closing of the official hearing record, and whenever practicable, the member of the Board appointed from the Director District in which the project is located shall be present at required State hearings.
2. In cases of design public hearings, the State Highway Engineer shall make a determination based upon testimony presented at the hearing and an evaluation of the engineering features involved. The State Highway Engineer may, at his discretion, bring to the Board for consultation those design public hearing determination matters involving elements of special public interest.

3. In cases of Federal Aid project hearings conducted by the Department for other units of government, the State Highway Engineer shall coordinate necessary determinations with the responsible units of government.

Bureau of Public Roads Response to Department Regarding the Board's Mountain Home - Hammett - Glenns Ferry Location Decision. State Highway Engineer Mathes presented for Board review the Bureau of Public Roads, Idaho Division Engineer Homme's letter of September 5, 1969, in which the Bureau's position is set forth as not approving Line 1 as proposed at the July 17 hearing.

The Board after discussing the various factors brought out at the public hearing determined there were no significant changes presented at this year's hearing from that of the 1963 hearing and determined to appeal the decision to the Regional and/or the Washington B.P.R. offices.

South Idaho October Board Tour Approved. An itinerary map showing the proposed South Idaho October Board Tour was presented to the Board for their consideration and was approved. Meetings presently scheduled would be at Salmon, Idaho Falls, Pocatello, Preston and Montpelier.

Out-of-State Travel. The Board authorized the following out-of-state travel:

One person to attend B.P.R. Urban Transportation Planning Short Course, Portland, Oregon, October 21 - 24.

Materials & Research Engineer L. F. Erickson to Highway Research Board Group Council Meeting, Chicago, Illinois, October 21 - 23, at Highway Research Board expense.

One person to attend B.P.R. Conference on Joint Land Use and Landscaping Treatment, Seattle, Washington, September 23 or 24.

Equal Opportunity Coordinator to B.P.R. Regional EEO Workshop, Portland, Oregon, October 6 & 7.

Personnel Director Murray and one Engineer to Montana State University for E.I.T. recruiting, October 22 - 24.

Board Apprised of Mountain Home Job Corps Site Acquisition for Maintenance Station. State Highway Engineer Mathes recounted to the Board that the Governor's support had been solicited to secure approximately seven acres of the existing Job Corps site at Mountain Home and the buildings thereon for a new maintenance station and engineering headquarters at Mountain Home and had received the support of the Governor.

The Board authorized the Department to proceed in the matter and acquire that which would fit into the District 3 Maintenance Division's shed needs between Boise and Glenns Ferry, subject to final Board review.

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Department's Recommendation of Architect for New Central Materials Laboratory Building. Assistant State Highway Engineer Richardson submitted committee findings concerning architectural services for the Central Materials Laboratory Building.

After interviewing the firms of Dropping, Kelley, Hosford & LaMarche, Boise, Idaho; A. Bernard York & Karl Williams, Boise, Idaho; and Nat J. Adams & Associates, Boise, Idaho, the committee recommended to the Board that the firm of A. Bernard York & Karl Williams be selected on the basis of the following submittal:

<u>Firm</u>	<u>Fee With Constr. Supervision</u>	<u>Fee Without Constr. Supervision</u>
Dropping et al	8%	6%
York et al	6-3/4%	5 1/4%
Adams et al	6.88%	5 1/2%

A. Bernard York & Karl Williams is the only firm that has a structural specialist associated directly with the firm.

The firm in addition to furnishing complete shop drawing approvals and plan interpretation would also render architectural services during construction.

The negotiations for architectural services were based on an anticipated construction cost of approximately \$600,000.

The Board took no action in the matter, awaiting a later Board meeting for a determination.

Grade Separation Study on Interstate 15 South of Dubois. It would appear that the proposed grade separation is justified to accommodate planned agricultural, industrial and county road development in the area.

The Department recommended that Interstate funds be used in constructing the grade separation. The District's estimate of cost is \$216,000. (Using the common cost basis described in IM 80-3-68, the cost is reduced to \$183,000.) This amount would be partially offset by elimination of the need to construct a machine pass under the future two lanes 1.5 miles south of the proposed grade separation. These savings are being estimated by the District office.

It was recommended to the Board that final grade separation approval would be conditional upon a formal agreement with Clark County which would definitely commit the County to construct the planned extensions within a specified period of time following completion of the grade separation.

The Board authorized the Department to submit a request to Public Roads for approval of the grade separation.

Camas Prairie Location Study. The Highway Board concurred in the Department's recommendations that the Lawyer's Canyon corridor (including Suzy Creek) would provide the most feasible relocation for State Highway 64 between Nezperce and Kamiah. The Department also recommended removal of State Highway 7 between Nezperce and Orofino from the State Highway System upon completion of the State Highway 64 relocation.

The Board then authorized the Department to meet with interested communities including Nezperce, Orofino and Kamiah to obtain local thinking prior to proceeding to public hearings.

Improvement of North 5 Pts. in Twin Falls and Related Highway System Changes. The Planning Engineer reported to the Board on meetings which were held with the Twin Falls City Commission and the Mayor's Traffic Committee concerning the proposed improvement of North 5 Pts. This proposal would involve closure of Blue Lakes Avenue south of the intersection. Since this street is presently on the State Highway System, the Department recommended its removal and the addition of Shoshone Street between Second Avenue East and North 5 Pts.

The Highway Board concurred in this concept and authorized the Department to proceed to public hearing on this basis.

Speed Limits in McCall (SH 55). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 55 in the City of McCall, as recommended and stated in marked Exhibit A-278, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Gooding (US 20T, US 26, SH 46). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20T, US 26 and SH 46 in the City of Gooding, as recommended and stated in marked Exhibit A-279, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 20, 26). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20, 26 from the Oregon State Line to US 20T, 26, 30, as recommended and stated in marked Exhibit A-280, which is made a part hereof with like effect as though extended in full herein.

Department Employee Bruce Kays, Shoshone, Terminated. An incident involving a sale of two State owned tires by Bruce Kays, a Department employee in District No. 2, was reviewed with the Board. The State Highway Engineer discussed a misappropriation of State property and the resulting Department investigation review and subsequent discussion with appropriate Law Enforcement officials of the area. According to Mr. Mathes, important to the findings was the fact that the employee admitted the misappropriation and signed a letter to that extent. Also, the Board was informed that the situation had been reviewed with the County Prosecutor of Lincoln County and that he recommends administrative handling rather than criminal procedures.

The Board concurred in the Department's judgment and immediate action to discharge the employee and to follow through with appropriate documents to record all facts relating to the incident.

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Mr. Mathes reviewed the matter with the Board and they concurred in his recommendation and action, that the employee be severed from the Department.

Overage Extension. Board Executive Secretary Wayne Summers' employment by the Board was extended from March 23, 1970, to March 31, 1971. Mr. Summers will be 65 on March 22, 1970.

Joint Use of Fairfield Shed's Well Requested. Board Member Barron conveyed a desire of an adjoining property owner, who sold the Fairfield shed property to the State, to obtain water from the shed's well during the winter months for watering stock.

It was suggested that the Department contact the adjoining property owner to determine whether or not he was willing to make a frost free installation to the shed's well for a one year period only or cancellation immediately if any problem such as sanding, etc., develops -- after which time, the adjoining property owner would have established a source of water for livestock on their own.

THURSDAY, SEPTEMBER 11, 1969

Board Meets with Wyoming Highway Commission at Jackson, Wyoming. All Board members, State Highway Engineer Mathes and Executive Secretary Summers met with the full Wyoming Highway Commission at the Jackson City Hall.

Board Chairman Flandro urged a common effort on the part of both State Boards that should any additional mileage be offered the States that Wyoming and Idaho should both place as the number one addition to be that of McCammon Junction with Interstate 15 to Granger, Wyoming Junction with Interstate 80. Mr. Mathes reminded the meeting that this route was originally requested in 1956 when the original 40,000 miles was considered. The Wyoming Commission concurred and stated they would give this route their number one priority in the event future additions to the Interstate System were offered the States.

Mr. Flandro urged a unified effort of the Western Public Lands States be made to their congressional delegation for additional Forest Highway and Public Lands General Fund allocation after the present freeze is over. To this the Wyoming delegation concurred.

Wyoming Commission Vice Chairman Grant Larsen, Jackson, asked the Idaho Board for early allocation of moneys to improve U.S. 89 from Geneva to Ovid, Idaho. The long standing problem controlling the Montpelier to Ovid, Idaho section has been that of knowing where the Montpelier railroad overpass would be located -- along with a shortage of Idaho Primary funds to meet the Primary needs statewide. Mr. Flandro stated that future consideration would be given Mr. Larsen's request.

FRIDAY, SEPTEMBER 12, 1969

The Board returned to Idaho Falls September 12th to adjourn and reconvene in Boise October 13th and 14th, with the South Idaho Board Tour October 15th through the 17th.

Read and Approved
October 14, 1969
Boise, Idaho


C. ED FLANDRO, CHAIRMAN

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

October 13 & 14, 1969

SOUTH IDAHO BOARD TOUR

October 15 - 17, 1969

The Idaho Board of Highway Directors met in stated regular session at 10:30 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, October 13, 1969. Present were:

C. Ed Flandro, Chairman - Director, District 1
Howard B. Thomason, Vice-chairman - Director, District 3
Lloyd F. Barron, Member - Director, District 2
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

ST-3112(529)	Weiser Couplet (US-95)
F-RF-5121(15) &	Thama Rocks & Johnson Creek
ST-5121(537)	
S-2701(4)	Cedar Creek E. & W.
S-2739(2) &	Rock Creek Road Extension
FS-70515.1	
I-IG-90-1(44)72	Montana State Line - West
STS-3281(536)	Orchard - 27th Street
S-1833(4)	West River Road, Snake River Bridge
I-15-3(39)111 "A"	Bingham Co. Line - Johns Hole I.C.,
STS-6033(553) &	Jct. 191-26-91 & Lindsay Blvd. I.C.
STS-6471(577)	
I-15-1(60)16,	Various Locations, I-15 & I-15W,
I-15-2(25)72 &	Oneida, Bannock, Bingham &
I-15W-4(28)72	Power Counties
I-80N-1(48)35	Various Overhead Sign Relocations
	Canyon & Ada Counties

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Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

ST-6462(505) - The work consists of constructing the roadway, plant mix base, plant mix pavement and a concrete culvert extension on 0.505 mile of SH-88, in Madison County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on October 14, 1969, in the amount of \$84,790.25.

RS-2809(17), Sec. "B" - The work consists of constructing 2-33' concrete bridges and 3-20', 1-18', 2-16' and 1-14' concrete culverts on 7.685 miles of SH-68, between Corral-Fairfield, in Camas County - Federal Aid Secondary and State financed. The contract was awarded to Neilsen and Miller Construction Co., Twin Falls, Idaho, the low bidder, on October 7, 1969, in the amount of \$191,856.97.

LSF-50-1(4) - The work consists of installing a sprinkler system, lawn constructing and landscaping on US-20, 26 and 191, "G" Street in Idaho Falls, in Bonneville County - Federal Aid Landscaping and State financed. The contract was awarded to Loftus Landscaping, Inc., Kennewick, Washington, the low bidder, on October 23, 1969, in the amount of \$24,996.00.

I-80N-2(36)49 - The work consists of placing pavement markings on 10.34 miles of Interstate Highway I-80N, Maple Grove I.C. (Excl.) to Isaac's Canyon, in Ada County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Cataphote Corporation, Jackson, Mississippi, the low bidder, in the amount of \$36,866.30.

Building No. 2251 - The work consists of constructing a 36' x 135' brick, block and concrete materials laboratory and Emergency Operating Center as an addition to the existing office building at Shoshone, Idaho, in Lincoln County - State financed. The Board directed the State Highway Engineer to award the contract to Reynolds Construction, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$173,300.00.

I-80N-2(9)91 - The work consists of constructing a 4-lane divided roadway, drainage structures, 1-320' steel and concrete underpass at Sta. 2087+40.67, 1-269' steel and concrete underpass at Sta. 2198+01.45, 1-301' steel and concrete underpass at Sta. 2293+22.35 and 2-93' concrete overpasses at Sta. 2346+96.75 on 5.667 miles of I-80N, Sebree I.C. - S.H. 68 I.C. and constructing a plant mix base and pavement on the frontage roads, ramps, access roads and SH-68, in Elmore County - Federal Aid Interstate and State financed. As the low bidder was 36.467 per cent over the Engineer's Estimate, the bid was rejected and the project will be readvertised.

Parkinson Access Matter, Vicinity of Orchard Interchange. State Highway Engineer Mathes pointed out to the Board that he felt that the Parkinson access matter might be resolved by advising Ada County of the need for local road service to the Parkinson properties and would participate with the County to the extent of \$8,000 or \$9,000 in accomplishing that objective. The Board agreed that is the best course of action in the matter.

Dropping U.S. 10 Designation Overlaying Interstate 90 Approved. Deputy State Highway Engineer Christensen reported that contacts have been made with those Idaho cities concerning the dropping of the U.S. 10 designation where it overlays Interstate 90 and that all communities are in favor of this procedure. It will be phased out over a period of years and replaced with an Interstate 90 Business Loop in those communities. To this the Board concurred.

Materials Building Architect Negotiation Approved. The Board approved the Department committee's recommendation that the contract be negotiated with A. Bernard York and Carl Williams as set forth in the September 10, 1969, Board minute entry.

Semiannual Consulting Services Summarized. In keeping with Board policy, the Department submitted those consulting services entered into during the last six months.

<u>Consultant Firm or Individual</u>	<u>Area of Depart- ment Used</u>	<u>Purpose</u>	<u>Amount</u>
A. W. Root	Legal	Investigate & Re- port, Re: Sletten Claim	\$ 375.75
Auto-Tronix Universal	Data Processing	Administration Systems Design & Conversion	1,323.00
			<u>\$1,698.75</u>

Request to Lease State Vehicles to Another Agency. The State Highway Engineer explained to the Board a request from the Director of Administrative Services, General Tom Sawyer, for a vehicle to be used by the press agent for the Governor's office.

Mr. Sawyer asked that the Highway Department furnish a newer vehicle, not one of the cars that the Department anticipates auctioning, for this purpose.

The Board discussed at some length the Department policy with regard to procurement of new vehicles and the disposal of those whose service life has expired.

The Board then directed the State Highway Engineer to advise Mr. Sawyer that it was their analysis that the Department of Highways could not increase Department vehicle requirements to accommodate other agency needs in this regard.

It was the Board's observation that a vehicle could be leased or rented through regular business channels on the same basis as that suggested for lease or rental from the Department.

The Board also directed that when new vehicles are purchased for Department use, old vehicles should be disposed of at the earliest possible time.

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Mor-Gain, Inc., Wendell, Access Matter. The Board reviewed a report prepared by former District Engineer Blaine Sessions. Mr. Sessions indicated that he had discussed with Mor-Gain, Inc. the possibility of a 64 foot wide approach but that he had done so in the context of a dedicated public street. As had been indicated before at the September meeting with Mr. Clyde Petersen, Secretary of Mor-Gain, Inc., a dedicated street would appear to be a means for accomplishing the wider approach desired.

The Board reviewed plans for the proposed highway improvement in the area including the currently proposed layout for a standard 40 foot wide approach. Superimposed on that plan were the turning radii for standard, 60 foot long truck trailer units indicating that vehicles of that size would have no difficulty in negotiating the planned approach without encroaching into other traffic lanes.

On the basis of this review, the Board concluded that the proposed 40 foot standard approach would adequately serve the traffic needs. If a still wider approach is desired, the Board directed the Department to work with Mr. Petersen on the basis that Mor-Gain, Inc. would dedicate a public street serving the property in question.

Nezperce Road Committee Chairman Presents Views. Loren G. Knutson, Chairman, Nezperce Road Committee, appeared before the Board indicating his Committee's concern as to the ultimate disposition of State Highway 7 from Nezperce north if and when a new road to the Clearwater River from Nezperce is undertaken.

No definite proposal has been made by the Board for any new route nor any road abandonment resulting thereby has been proposed by the Board at this time.

Mr. Knutson stated he wished to convey the thinking of the people along State Highway 7 in this matter and stated that, in his Committee's opinion, the road should be improved before any abandonment is considered.

Board Vice-chairman Thomason stated he personally felt that State Highway 7 should be removed from the State Highway System without betterment.

Mr. Knutson said that just this last week trucks were becoming stuck or mired down at one point on State Highway 7 during the recent heavy rains.

State Highway Engineer Mathes stated at the present there are no plans for a betterment program of the route from Nezperce north to U.S. 12.

Board Executive Secretary Summers stated that the Board has made no commitment as to how any abandoned road or relocation might be effected at this time but would make such determination after submitting a proposal at public hearing and analyzing the testimony received at the hearing.

Rodney Hawes Again Urges Owyhee County Road Be Taken Onto State Highway System. Rodney A. Hawes, Marsing, Publisher of the Owyhee Nugget, asked the Board to reconsider its decision of the September Board meeting conveyed to him in a letter from Executive Secretary Summers.

Mr. Hawes stated that by taking over the control and supervised maintenance of the Owyhee Road, "The people in Idaho don't mind paying taxes for highways if they can see action. The State Legislature will listen if you have problems and need more money."

Board Chairman Flandro informed him, "If we had the money, we could take care of everyone, but that until the Interstate freeways are completed and that money allocated to the Primary and Secondary Highway Systems of the State, the Board will not be able to finance any additional roads or maintenance on the State Highway System." To this the Board concurred.

City of Meridian Delegation Urges Continuance of Traffic Light. The following delegation headed by Mayor Don M. Storey of Meridian appeared before the Board:

Wayne Skiver, Meridian City Council President
 John O. Fitzgerald, Meridian Chamber of Commerce
 Carl H. Rathjen, Meridian
 Marvin Bodine, Meridian City Council
 G. D. Hiner, Meridian Chief of Police
 Harold Agee, State Representative, Legislative District 14
 Herald J. Cox, City Judge, Meridian
 Walt Schramm, Editor, Valley News Times, Meridian
 Vern Brassey, State Senator, Legislative District 14
 Gary Emerson, Idaho State Patrolman

The delegation appeared on behalf of the Department's intention of removal of the traffic signal at East 1st Street and Idaho Street on Highway 30 in Meridian. The delegation suggested that the light be retained for six months or a year to further determine whether the traffic count would build up to warrant a retention of the signal installation.

District Engineer Sachet stated that the volume on Highway 30 was sufficiently high to warrant the signal, but that the insufficient traffic on the cross street nullified the warrant requirements for retention of the signal installation.

Speaking on behalf of retaining the signal were Senator Vern Brassey, Representative Harold Agee and Gary Emerson, Idaho State Patrolman.

The Board determined to temporarily permit the signal installation and directed the Traffic Section to watch its operation as to warrant compliance.

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Use of Department Facilities and Personnel by Beautification Committee Denied. Roger Baertsch of the State Beautification Committee stated that in order to get the civilian beautification program off the ground, a central clearing house and mailing as well as stenographic services are required. Mr. Baertsch asked that until the Committee's efforts can be adequately financed and pay its own way, that the Department serve the interim period's needs of personnel and mailing privileges.

The Board replied that, in their opinion, this would be a matter of illegal expenditures of State highway funds directly or indirectly and that although the program has merit and is not totally unrelated to Department activities, that the Committee should look elsewhere for this assistance and thereby not jeopardizing the Department's dedicated highway user fund role.

Lickley Access U.S. 93 Matter Discussed. Meeting with the Board were Ray Lickley, Albert Lickley, R. J. Holmes and Art W. Schrank urging the Board to accede to a request for an access to the Lickley property on the west side of U.S. 93 south of the section line referred to in previous decisions of the Board in this matter in 1968.

The Board explained that since there is a new member on the Board, the request would be looked into and a determination made at a later date. It was pointed out that the planning of a future interchange expansion in the northeast quadrant was the reason the section line was determined by the previous Board as the nearest access point to the Twin Falls Interstate 80N Interchange from the north. The Board stated, however, that they would again review the matter.

Clearwater County Officials Urge a Betterment Improvement by the Department on State Highway 7. G. H. Lumper, Clearwater County Commissioner; Ronald Johnson, President of the Orofino Chamber of Commerce; and Neil D. Miller, Orofino Chamber of Commerce, appeared before the Board pointing out that they were concerned over the possible abandonment of State Highway 7 by the Board should a new road be built to the Clearwater River and urged the Board to make improvement to an oiled surface status from the top of the grade into Nezperce as soon as practical.

Commissioner Lumper recounted that the Clearwater County Commissioners finance problems are such that with the Dent Bridge, maintenance of the road to Elk River and other County road needs that to take the Gilbert Grade off of the State Highway System in its present condition would be a real burden to Clearwater County.

Mr. Miller urged the Board to not drop State Highway 7 but if they do to improve the Gilbert Grade as Clearwater County does not have the money to adequately maintain it in its present condition.

Commissioner Lumper stated that all they need is the Gilbert Grade improved. He did not imply that it needed to be oil surfaced but improved to a point that there would be lesser maintenance should it be relinquished by the State Highway Board.

Board Vice-chairman Thomason stated that, in his opinion, State Highway 7 did not have the characteristic of a State highway and should be removed from the System and maintained by local government.

No commitment was made one way or the other in the matter by the Board.

Allen Cannery Access from U.S. 95 Considered. S. Ray Allen, together with his legal counsel, William S. Gigray, Caldwell, appeared before the Board explaining that Mr. Allen was not aware when he signed his right of way agreement that the access was so restrictive to his cannery property near Gayway Junction. It was pointed out that hundreds of vehicles used the cannery during the last six months of the year and that this one access was totally inadequate.

After a full discussion of the matter, the Board directed the Department to explore the feasibility of assisting Mr. Allen by adequate parking planning and possible paving that proper traffic handling would improve the ingress and exit movements of vehicles from the access shown on the plans of the project. The Board stated that in no case should additional access be granted and the above effort by the Department should be in lieu of additional access since the Board was convinced Mr. Allen sincerely negotiated the right of way agreement completely unaware of the access restrictions stated in the deed.

The Department is to report back to the Board its progress in assisting Mr. Allen in his traffic and parking problem.

TUESDAY, OCTOBER 14, 1969

The meeting of the Highway Board reconvened at 8:00 a.m. in the State Highway Building, Boise, with the following persons present and participating:

C. Ed Flandro, Chairman
Howard B. Thomason, Vice-chairman
Lloyd F. Barron, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the September Board Meeting.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

ST-3112(529) formerly F-3112(24), Weiser Couplet, M & Idaho Streets, Washington County - Mountain States Telephone & Telegraph Company

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ST-5121(537) formerly F-5121(14), U.S. Highway 2, Johnson Creek Bridge and Approaches, Bonner County - General Telephone Company of the Northwest; Pacific Power and Light Company; and Northern Lights, Inc.

I-90-1(45)69, Mullan - East & West, Shoshone County - Washington Water Power Company

I-IG-90-1(44)72, 3.4 Mi. West of Montana State Line - Montana State Line, Shoshone County - Washington Water Power Company

Out-of-State Travel. The Board authorized the following out-of-state travel:

Equipment Engineer Carl George to attend Western States Equipment Conference, San Francisco, California, October 21 - 23.

Personnel Director Dave Murray and Associate Construction Engineer Keith Green to Logan, Provo and Salt Lake City, Utah, to recruit E.I.T. personnel, November 17 - 21.

State Highway Engineer Mathes to attend National Joint Committee on Uniform Traffic Control Devices, Denver, Colorado, November 12 - 13 - 14.

Commissioner Mills Advises Board Portable Scales to be Used. In a meeting with the Board, Mr. Mills asked for an expansion of the platform scales program and reported generally on the progress of the fixed scale weighing program. He stated that weighmasters will soon be equipped with a tan colored uniform and that hardware such as guns will be removed from their equipment. Mr. Mills stated he recommended fixed scale sites should be established in the Salmon, St. Maries, Caldwell - Marsing, Santa, Clarkia, Harvard and Arco areas. He felt that portable scale sites are needed particularly at St. Maries.

A report on platform scale operation was made showing a total of 944 convictions for illegal loads with fines of \$24,706.82 since the weighmaster program and 10 platform scales had been in operation as of May 15 - October 1.

The Board stated they are pleased with the indication that portable scales will be used to supplement the fixed scale operation for adequate weight enforcement. The operation of portable scales are needed to remove discriminatory aspects of the limited enforcement offered by fixed scale sites.

Mr. Mills did not offer any ideas regarding the location of the Salmon scale site but on discussion agreed with the State Highway Engineer that probably the U.S. 93 approach to Salmon from the south would be the logical site for one installation.

The Board directed the Department to work out with Law Enforcement adequate locations for the Salmon, St. Maries and Arco scale sites and the above others as maintenance scale programing would permit.

Mr. Mills asked the Board for their thinking regarding possible legislation causing the suspension of drivers licenses or vehicle registration in overload convictions.

Board Vice-chairman Thomason stated that, in his opinion, more studies should be applied to the question before the Board would care to take a position in the matter.

The Commissioner asked for additional signing for slow moving vehicles to pull out permitting normal traffic movements on U.S. 191 and S.H. 55 to assist enforcement of the 1969 legislation on that subject.

The Commissioner and the Board mutually agreed that any press release involving both Highway and Law Enforcement Departments would be cleared in advance by both agencies.

Personnel Consultant Services Considered. State Highway Engineer Mathes inquired of the Board as to its views of engaging a personnel consultant to assist with a study of Department position classifications and personnel requirements in general.

The State Highway Engineer advised that the cost of such a consultant study would be about \$30,000.00. He further commented that an alternate procedure would be to have the Administrative Division of the Department continue with a program of such an analysis as time permitted. The objective of either approach would be to evaluate the Department's job classification schedule to determine if any adjustments may be needed to equate it to the current labor market.

After some discussion, the Board directed that the Department proceed with an "in-house" evaluation of this matter.

Bancroft Flood Control Approved. A cooperative effort in flood control west of Bancroft with the Bancroft Flood Control District was approved by the Board to relocate and modify 4,300 feet of U.S. 30N west of Bancroft to accommodate a drainage facility costing the Department approximately \$40,000 which will be in the 1970 betterment program.

Use of Right of Way for Parking Purposes on U.S. 191 Approved. Cooperating with the Fremont County Commissioners, the Board concurred in the Department permitting the use of right of way for parking purposes (mostly for snowmobile unloading and parking) $2\frac{1}{2}$ miles south of the Osburn Bridge.

Joint Use of Fairfield Shed Well Not Activated. The Board was advised that the District Two Engineer had contacted the landowner at Fairfield relative to a request for stock water from the new maintenance shed. The property owner has not followed up the original request. The Board expressed the sentiment that the Department should not provide stock water to individuals from State owned wells.

Board Approves Revision to Board Policy No. 515 - State Park and State Institution Road Maintenance Policy. The Board approved a revision to Board Policy No. 515 as follows:

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The Board approved the following State Park Road improvement policy:

The main traveled roads in the following State Parks are hereby placed on the State Highway System:

- District #1 - Register Rocks, Massacre Rocks, Sportsman's Park, Indian Rocks State Park and North Beach State Recreation Area
- District #3 - Ponderosa State Park, Packer John's Cabin, Discovery Park, Hammett State Park, Bruneau Dunes State Park and Three Island State Park
- District #4 - McCroskey State Park and Winchester State Park
- District #5 - Heyburn State Park, Sunnyside State Park, Round Lake Park and Farragut State Park
- District #6 - Henry's Lake Park

Where required, the roads in these parks which are placed on the Highway System will be rebuilt to acceptable standards, taking into account the preservation of natural aesthetics consistent with sound engineering principals. The improvement of the roads will be accomplished from year to year on a priority basis as to needs.

Access roads to these parks under the jurisdiction of local agencies will remain under their jurisdiction.

Future development of some State Parks may justify adding or extending roads in these parks on the State Highway System for improvement purposes.

Where major reconstruction or heavy maintenance is anticipated on any park road contained in this policy, joint agreement as to the situation beholding should be made by the State Parks Board and the Department of Highways. Parks Board recommendations of such anticipated work shall be made to the Highway Board not later than July 1 prior to the year work is to be accomplished. Initial construction now required to improve present major park roads is expected to be accomplished on a priority basis extending over approximately a five-year period.

The Board determined to continue the long standing policy concerning road and street improvements in parks and on the grounds of State institutions wherein the Department would budget \$30,000 annually for State Park roads and \$30,000 annually for State institutional roads. To not impede the Department's orderly programing of summer construction work, recommendations for work on these two administrative areas of the State should be submitted annually to the Department on or before July 1 for that work contemplated during the following calendar year.

Board Approves Blue Creek Bay Design, Project No. I-90-1(14)21. Hearing Officer Summers presented the Board with transcripts of the Blue Creek Bay design hearing on the above project as received in public hearing at Coeur d'Alene October 1, 1969.

After reading the transcript and being fully informed, the Board directed the Department to proceed on the proposed design as submitted at said public hearing.

Holderness Case to be Pressed. The Board heard a progress report on the Holderness case at Sandpoint. The Board Members expressed their interest in pressing the pending legal action so that land speculators do not exploit the State in connection with this needed right of way.

Death Claim of Mae Sims Denied. Chief Legal Counsel Tway apprised the Board of the death claim of Mae Sims.

Upon the advise of Counsel, the Board denied the claim because of the sovereign immunity status of the State of Idaho.

Bannock Implement Company's Court Award Approved. Chief Legal Counsel Tway reported on the court award of \$69,000 for the Bannock Implement Company's property in Pocatello required for Project No. F-1024(20).

The Board directed the Department to settle on the basis of the court award.

V-1 Oil Company Court Award Appeal Authorized. Chief Legal Counsel Tway reported on the V-1 Oil Company case on Project F-1024(20) of \$90,000 which was based on so-called income from the business.

The Board had reservations as to the legitimacy of the volume of business as submitted by the defendant and directed the Department to appeal the case if necessary to effect a more just settlement.

Vernon E. Sandy Case Discussed, Project F-FG-5116(8), Bonners Ferry Overpass. Chief Legal Counsel Tway reported on the status of the Vernon E. Sandy right of way court action in Boundary County.

After considerable discussion, the Board determined to abandon the proceedings in the case because of the excessive spread in appraisals being \$3,655, \$5,000 and \$7,500 compared to \$37,700 asked.

The Board signed the following minute entry for presentation to the court:

"The Idaho Board of Highway Directors during the course of its regular monthly meeting this 14th day of October, 1969, has determined not to construct Project No. F-FG-5116(8) at this time and has ordered its Chief Legal Counsel to abandon proceedings in the case of The State of Idaho, et al, v. Vernon E. Sandy, Civil No. 3612, In the District Court of the First Judicial District of the State of Idaho, In and For the County of Boundary, for the acquisition of Parcel No. 28, Project No. F-FG-5116(8)."

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Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 95	S-4723(1)	Heirs & Devisees of Elmer I. Remington, deceased; Marlin L. & Geraldine E. Downing	Parcel No. 2
US 95	S-4723(1)	Perry O. Lee	Parcel No. 3
I-80N	I-80N-3(22)159	Vera Wyatt Vining; Wyatt Dale Vining; Leona Wiley, Guardian of the Estates of Glenn Vining, a minor, and Charlene Vining, a minor	Parcel No. 30
I-80N	I-80N-3(22)159	G. Dale Depew & D. Lucille Depew	Parcel No. 12
SH 5	F-5141(5) F-5141(3) R/W	Walter Grewe & Margaret Grewe; Henry Leitz & Ilda Leitz; Orvel Brouse & Marie Brouse; Albert R. Roecks & Betty M. Roecks	Parcel Nos. 3, 3-1 & 3-2

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

US 191	F-FG-6471(29)	Leo Cordon - up to \$21,500	Parcel No. 29
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Approval of Deeds & Easements.

Materials Source FR-27 (Portion)	State of Idaho, acting through the State Board of Land Commissioners
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The Board approved a quit claim deed returning a portion of Materials Source FR-27 to the State Land Board.

US 191 (Bus) Downey Conn.	S-1751(1)	B. M. Almond & Lottie Almond	Parcel No. 1
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The Board approved granting a point of access.

I-90	I-90-1(45)69	Hecla Mining Company	Parcel No. 52
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The Board approved a deed to Hecla Mining Company for the subsurface rights underlying U.S. 10 in exchange for surface rights of the Hecla Mining Company on Parcel No. 52.

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US 91- F-1024(20) Jewel Companies, Inc. Parcel No. 3R
191

The Board approved a correction deed to Jewel Companies, Inc. reducing the setback clause in the original deed from 20 feet to 3 feet for Parcel No. 3R. In return the Jewel Companies, Inc. are to sign a correction deed to the State decreasing the setback on Project F-1024(20) between Stations 14+82.42 and 17+50 from 20 feet to 3 feet and that it be deleted on North 7th Avenue from Stations 1+85 to 2+26.39. In addition, the correction deed will increase the width of the setback between Stations 17+50 and 1+85 (North 7th Avenue stationing) from 20 feet to 30 feet.

US 93 F.A.P. 123B & Glen Dale Ranches, Inc.
Misc. No. 799
(Stock Driveway)

The Board approved a quit claim for a portion of the stock driveway near Gimlet, Idaho in exchange for an easement for a stock driveway of 50 feet in depth paralleling the present U.S. 93.

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-80N	I-80N-3(11)164	Portion of $S\frac{1}{2}NE\frac{1}{4}$ of Sec. 23, T. 8 S., R. 16 E., B.M., together with an easement for access being a portion of the $SE\frac{1}{4}NW\frac{1}{4}$ of Sec. 23, T. 8 S., R. 16 E., B.M. - \$13,200	Parcel 7R & E-1 (Esm't)
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I-80N	I-80N-3(15)176	Portion of $SE\frac{1}{4}$ of Sec. 34, T. 9 S., R. 18 E., B.M. - \$10,000	Parcel No. 2R
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Discussion of Modification of Access Control Line in Order to Accommodate the Request of Oneida County for a County Road Approach at Station 26+62 of the Colton Lane Grade Separation Survey on Project No. I-15-1(5) 17. The Board approved the request for a county road approach at Station 26+62 subject to the approval of the Bureau of Public Roads.

Revision of Angle Parking on a State Highway (SH 34). The Board approved a revision of angle parking on State Highway 34 within the corporate limits of the City of Soda Springs, as recommended and stated in marked Exhibit C-56, which is made a part hereof with like effect as though extended in full herein.

Removal of Angle Parking on a State Highway (US 95). The Board approved the removal of angle parking on US 95 within the corporate limits of the City of Cottonwood, as recommended and stated in marked Exhibit C-57, which is made a part hereof with like effect as though extended in full herein.

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Removal of Angle Parking on a State Highway (SH 11). The Board approved the removal of angle parking on State Highway 11 within the corporate limits of the City of Pierce, as recommended and stated in marked Exhibit C-58, which is made a part hereof with like effect as though extended in full herein.

Camas Prairie Study Meetings Reported. Assistant Planning Engineer Howard Pilkington reported on the pulse of the Camas Prairie study meetings had at Grangeville, Nezperce, Kamiah and Orofino recently as to the expressions on the proposed various routes to the river from the Prairie. The majority favored the Lawyer's Canyon - Suzie Creek route.

The Board then directed the Department to go to public hearing on a relocation of State Highway 64 by way of Lawyer's Canyon - Suzie Creek with removal of present State Highway 64 on completion of the Lawyer's Canyon route.

The Board directed that State Highway 7 be removed but made no commitment as to timing or in what condition it would be relinquished.

State Highway Engineer Mathes indicated a rough draft of the hearing brochure would be submitted at the next meeting.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Project Location</u>	<u>Type of Control</u>
I-15-1(32)0	Utah Line, South Malad	Full Control
I-15-1(27)10	South Malad-Deep Creek	Full Control
FH-23-1(2)	Banks-North	Partial Control, Type "A" *
S-2745(1)	Murtaugh Loop	Standard Approach Policy
F-2351(6)	Shoshone-West	Rural-Partial Control, Type "A" * Urban-Standard Approach Policy (Supersedes Minute Entry 3-21-62)
F-6462(5)	Jefferson County Line- West	Standard Approach Policy

* PARTIAL CONTROL, TYPE "A"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

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Future public road connections may be permitted at the approximate locations shown on the plans.

Spacing of Existing Private Approaches

Existing private approaches may be permitted except where closure or relocation is necessary to provide safe unrestricted highway operation.

An existing approach may be exchanged for one at a new location providing better access control is obtained.

New Private Approaches

New private approaches may be allowed for ownerships not now having an approach to the highway.

Additional new private approaches may be allowed for segments of ownerships isolated by canals, streams, impassable terrain or other barriers.

The number of new private approaches within the ownership should generally be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 feet interval of highway frontage. Exceptions to the spacing requirement may be made to provide access to isolated segments within each ownership.

Use of Private Approaches

Existing and new private approaches within one ownership and located at least 660 feet apart will be designated on the plans for unrestricted use. Each ownership will be allowed at least one unrestricted approach.

Joint usage of approaches having unrestricted use by adjacent ownerships should be encouraged for ownerships with approximately 100 feet of frontage or less.

All other existing approaches will be limited to existing use and will be closed if a change in land and approach use occurs. All approaches provided in conformity with this policy shall be shown on the approved plans.

Five Year Program Analyzed. The Board analyzed project by project the Interstate and ABC Systems five year project construction program together with the status of current carry over projects into 1970. Priorities for the Forest Highway System were also discussed.

October 14, 1969

MINUTES OF THE SOUTH IDAHO BOARD TOUR

October 15 - 17, 1969

The Board left Wednesday morning, October 15, on a tour of South Idaho. Those on the tour were:

- C. Ed Flandro, Chairman
- Howard B. Thomason, Vice-chairman
- Lloyd F. Barron, Member
- E. L. Mathes, State Highway Engineer
- Wayne Summers, Executive Secretary
- R. B. Christensen, Deputy State Highway Engineer
- Omar L. Homme, Division Engineer, Federal Highway Administration, Bureau of Public Roads, Boise

District Engineers from the respective Districts accompanied the Board on tour in their Districts.

The Board viewed Interstate 80N to Mountain Home; State Highway 68 to U.S. 93; U.S. 93 to Ketchum; State Highway 75 to Chilly; and U.S. 93 to Lost Trail Pass, returning to Salmon.

Salmon Meeting. The Board met with fourteen Salmon area and Chamber of Commerce people, including State Representative Helen McKinney and Chamber of Commerce President Len Arfmann.

The construction program for the area was reviewed with no major construction in the five year program. It is hoped to have a betterment maintenance project on U.S. 93 south of Salmon to improve the warped condition of the highway in some sections.

Board Vice-chairman Thomason expressed the importance of representing themselves as to the needs on the hill to Lost Trail Pass, which is on the Forest Highway System, at the Boise November Forest Highway Hearing.

Deputy State Highway Engineer Christensen explained in detail the problems in concrete strength deficiency encountered on the Carmen Bridge project. When asked by Representative McKinney who was going to pay for the removal and replacement of the concrete section, Mr. Christensen stated that this matter would be a subject of a future meeting with the contractor, subcontractor, Department and U.S. Bureau of Public Roads.

Board Member Barron stressed the importance of applying efforts on the Federal Government to increase the allocation of General Fund Federal road moneys which at present are not commensurate to the obligation the Federal Government has by owning 63 per cent of Idaho's land area.

THURSDAY, OCTOBER 16, 1969

The Board toured State Highway 28 to Leadore; State Highway 29 and a Montana secondary road to Interstate 15; thence to Idaho Falls.

Idaho Falls Meeting. Meeting with City and Chamber of Commerce officials, chaired by Luther Squires, the Board discussed the planning program of U.S. 191, Idaho Falls to Chester, stating that it is planned to complete that section in approximately six years not allowing for a withholding of Federal funds or decrease in construction moneys.

The group offered the Department local help in acquiring right of way if they can be of any assistance as the Ucon to Rigby project is developed. It was pointed out that a right of way agreement has not been consummated and could be a factor in delaying the project.

Deputy State Highway Engineer Christensen stated that the Ririe to Clark Hill project on U.S. 26 was scheduled to be opened Monday, October 20.

The Board then viewed Interstate 15 to Pocatello.

Pocatello Meeting. Meeting with the City of Pocatello officials and Chamber of Commerce Directors, the Board heard requests from the group for a priority of projects in Pocatello designating the improvement of Alameda Road westerly to U.S. 30 as the No. 1 priority.

Longer range project requests cited were to place West Center and West Clark on the Urban Secondary System and to be extended from 4th to Arthur and eventual construction of a new railroad overpass or underpass at Clark and improve them to Secondary System standards. This was their No. 2 priority.

Reconstruction of South 5th from Sublett to Barton Road was the No. 3 priority.

A discussion of the importance of the City's progress with a Pocatello Metropolitan Traffic Plan was stressed by the Board in order to qualify for TOPICS money and adequately clarify priorities that Urban Secondary moneys to be requested from surplus county funds might be applied at an earlier date.

Deputy State Highway Engineer Christensen stated the Department would be in a position to assist the City in this study when they had their necessary preliminary homework done.

The Board then toured Interstate 15W to Burley.

FRIDAY, OCTOBER 17, 1969

The Board viewed Interstate 80N to Cotterell and then a preview of the soon to be completed section to the Utah State Line. From Snowville, the Board viewed the Owyhee County Road to Holbrook; State Highway 37 to Malad; and by county road to Weston and Preston.

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As the Board proceeded through the Holbrook area, the matter of a potential loadometer site at Holbrook was discussed. The County Commissioners of Oneida County had broached this proposal when meeting recently with Governor Samuelson at Malad. The County was concerned about heavy loads moving over County roads in the Holbrook area and suggested that if the Department of Highways could provide a checking station at Holbrook it would serve to protect State Highway No. 37 as well as the County road system.

After some discussion, the Board directed that further study and evaluation be made to determine the feasibility of locating a loadometer station at Holbrook. Such study should include discussion with the Department of Law Enforcement with respect to operating features.

Preston Meeting. The Board met with Franklin County Commissioners Vaughn J. Larsen and Roland Bastian and discussed State highways and other road matters in the area.

The Board viewed State Highway 34, State Highway 36 and State Highway 89 to the Wyoming line, returning to Montpelier.

Montpelier Meeting. The Board met with Council President Bud R. Sneddon, Lyle Tapper, Frank Sorgatz and Doyle Sleight of Geneva.

The discussion centered particularly around the Montpelier Overpass and Washington Street project status.

Mr. Sneddon stated he was pleased with the proposal to landscape 4th Street and then asked that consideration be given to some landscaping that would be feasible on Washington Street. He was urged to discuss this matter with Urban Engineer Crossley and the District Engineer as the City project agreement would come under consideration at a later date. Deputy State Highway Engineer Christensen stated that the Department's Landscape Architect would have a look see at the Washington Street area as to what would be feasible in the way of trees or natural habitat on Washington as well as 4th Street.

Mr. Christensen stated that the overpass project does not have a consummated railroad agreement as yet and hoped to have the project ready prior to early spring. There remains two parcels of land which are expected to be negotiated this coming week.

The Board then heard a request for improvement of U.S. 89 north of Montpelier. Mr. Sleight cited the avoidance of this route by people with campers and trailer houses that accrues to Wyoming in going to and coming from the National Parks and the Utah area.

The delegation stated that the route just north of Montpelier into the canyon needs renovating and possibly consideration can be given to some guard rail on points in the canyon. No definite commitment was made in this regard.

Mr. Sleight stated that the three miles of U.S. 89 south of Geneva was particularly rough.

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Mr. Tapper pointed out that "U.S. 89 is our main road in Bear Lake County."

The Board toured U.S. 30 and Interstate 15 and Interstate 15W to the Pocatello Airport where the tour ended.

WHEREUPON, the Board adjourned until November 19 when the Forest Highway Hearing will be held with the regular Board meeting on November 20.

Read and Approved
November 20, 1969
Boise, Idaho


C. ED FLANDRO, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS
NOVEMBER 19 & 20, 1969

FOREST HIGHWAY HEARING - NOVEMBER 19, 1969

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Wednesday, November 19, 1969. Present were:

C. Ed Flandro, Chairman - Director, District 1
Lloyd F. Barron, Member - Director, District 2
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

S-3804(4)	Grand View Bridge & Approaches
Stockpiles No. 6557,	Jct. 28 & 88, N.W. Mud Lake &
6558 & 6559	Jct. 22 & 28
Stockpile No. 6561	Gilmore
I-80N-2(34)61	Blacks Creek Rest Area

Approval of Right of Way Plans. The Board approved the following right of way plans:

F-3281(22)	Phyllis Canal, Nampa
F-4113(48)	Skookumchuck Creek

Forest Highway Public Hearing. The Board reconvened at 10 a.m. in the State Highway Building Auditorium in public hearing with the U.S. Forest Service and the U.S. Bureau of Public Roads.

November 19, 1969

CCD199

The public hearing was called for the purpose of establishing priorities against the time an anticipated allocation for fiscal year 1971 will be made by proceeding with planning and engineering work against a future anticipated allotment.

The following persons were present:

C. Ed Flandro, Chairman, Board of Highway Directors
Howard B. Thomason, Vice-chairman, Board of Highway Directors
Lloyd F. Barron, Member, Board of Highway Directors
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary, Board of Highway Directors

James Usher, Regional Engineer, U.S. Forest Service, Ogden, Utah
Clifford A. Miller, Regional Engineer, U.S. Forest Service,
Missoula, Montana

Omar L. Homme, Idaho Division Engineer, U.S. Bureau of Public Roads, Boise
John Mors, Federal Projects Engineer, U.S. Bureau of Public Roads, Vancouver, Washington

Requests for improvements were received for Forest Highway Route 1 - Copeland to Eastport; Route No. 9 - Cole Creek to Bibany with an oil treatment - Shoshone County Commissioners pledged \$50,000 towards replacing a bridge on the route and paving of nine miles of highway; St. Joe River Road; Calder - East, Route 50; Elk City Highway, Route 18; Warren Wagon Road, Route 21 - Idaho County Commissioner Crea offered \$50,000 of County funds to be applied with Forest Highway funds towards the Warren Wagon Road from McCall to Warren improvement; Ketchum - Chilly, Route 51; Route 30, Lost Trail Pass south; and a route not on the Forest Highway System, Lemhi Pass to Tendoy; and Route 41, Montpelier to Geneva.

Executive Session. The same officials of the Board of Highway Directors, the U.S. Forest Service and the U.S. Bureau of Public Roads who heard requests of the delegations, met in Executive Session at 11 a.m.

After giving all improvement requests full consideration, the following tentative allocation for planning and engineering purposes was approved pending receipt of anticipated Forest Highway 1971 fiscal year funds:

\$650,000 for grading, base and bituminous surface treatment on 2.9 miles of the Copeland - Eastport Highway east of Copeland in Boundary County.

\$500,000 for additional structure work on the Hope - Denton Curves section of the Clark Fork Highway in Bonner County.

\$875,000 for 5.0 miles of grading and initial base east of Wayan on the Wayan - Freedom Highway in Caribou County.

\$15,000 was combined with \$50,000 in County funds to advance design of a 9.1 mile section of the Enaville - Murray Highway including a 250 foot long bridge west of Pritchard in Shoshone County.

\$60,000 for embankment protection on the Cascade - Warm Lake Highway in Valley County.

\$125,000 to be combined with \$135,000 in County and Federal-Aid Secondary funds to grade 2.5 miles of the Warren Wagon Road in Idaho County.

\$125,000 was added to a carryover grading project on the Hope - Denton Curves section of the Clark Fork Highway. \$375,000 in Forest Highway funds had been previously allocated for this project.

\$225,000 was combined with \$600,000 in funds previously allocated for the Elk City Highway. These combined funds would provide grading, base and bituminous surface treatment of 3.7 mile section east of Fall Creek in Idaho County.

\$265,000 plus \$100,000 in County and Federal-Aid Secondary funds was added to lengthen a carryover project on the St. Joe Highway. The revised project extends from Calder, easterly 5.2 miles in Shoshone County. \$800,000 in Forest Highway funds and \$100,000 in County and Federal-Aid Secondary funds had been previously authorized for this project. Work would consist of grading, base and bituminous surface treatment.

\$275,000 was added to \$800,000 in carryover funds for grading, base, paving and structures on State Highway 55 north of Horse-shoe Bend in Boise County.

\$325,000 was combined with \$535,000 in Forest Highway funds and \$115,000 in County and Federal-Aid Secondary funds previously allocated for 3.5 miles of grade, base and bituminous surface treatment of the Banks-Lowman Highway east of Garden Valley Ranger Station in Boise County.

Due to construction cost increases, funds were temporarily withdrawn from two projects in Southwest Idaho which had been allocated at the 1968 Tri-Agency meeting. The projects were for structures north of Banks on State Highway 55 and for completion of the section of the Lowman-Stanley Highway beginning six miles east of Lowman.

The Board reconvened at 4 p.m. in Room 201 for their regular session.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-15	I-15-1(15)32 I-15-1(14)28 R/W	Russell L. Bodkin and Nona Ann Bodkin; Leona T. Davis and the Heirs and Devises of Reynold Davis also known as R. E. Davis, deceased	Parcel No. 16
US 95	F-5116(12)	Cyrus H. Bailey and Evelyn M. Bailey; James E. Lavin	Parcel No. 2
US 95	F-5116(12)	Rest Lawn Memorial Park, Inc., an Idaho Corporation	Parcel No. 42
US 95	F-5116(12)	Willard R. Clark and Molly E. Clark; Robert B. McFarland and Ruth M. McFarland	Parcel No. 43
I-8ON	I-8ON-3(22)159	William M. Guheen and Mary F. Guheen; Francis A. Guheen, Francesca Elise McDonald, John J. Guheen III and Michael F. Guheen	Parcel No. 4
I-8ON	I-8ON-3(22)159	The Idaho First National Bank, Trustee; Mor-Gain, Inc., a Corporation; William F. Duggan and Charlotte Duggan; State Enterprises, Inc., a Corporation	Parcel No. 5
I-8ON	I-8ON-3(22)159	Paul Myers and Barbara Myers; Luther Myers, Helen J. Deaton, and the Heirs and Devises of David Leonard Deaton	Parcel No. 27

Approval of Right of Way Settlement in Excess of \$20,000 was given
on the following:

US 95	F-4113(32) S-4723(1)	Erle Hinkley - up to \$34,000	Parcel No. 10
I-8ON	I-8ON-3(22)159	North Side Canal Company - \$62,500	Parcel No. 40

Approval of Deeds & Easements.

US 95	F-4113(32) F-4113(13) R/W	Walter D. Daly	Parcel No. 8R
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The Board approved a deed transferring 0.05 acres from
Parcel No. 8R.

US 191 F-FG-6471(29) Pearl Andrus Casper Parcel No. 14
 & Matls. Site
 Jf - 83

The Board approved deeding 1.23 acres from a portion of
 Borrow Source Jf - 83.

Exchange of Access Deeds.

SH 68 S-2809(13) Ralf M. Lucke, et al Parcel No. 7A

The Board approved an exchange of a 20' approach at Sta-
 tion 159+54 for a 40' joint approach at Station 159+84.

US 30 F-2361(12) John R. Le Moyne Parcel No. 4C

The Board approved an exchange of a 20' approach at Sta-
 tion 587+10 for a 40' approach at Station 587+19.

Approval of Permits to Use Right of Way.

SH 27 S-2862(4) Minidoka County Schools 2-69-159

The Board approved the exchange of 20' approaches at Sta-
 tion 223+90 and Station 227+37 for 40' approaches at
 Station 223+15 and Station 229+22.

SH 45 S-3754(4) Wilma Patterson 3-69-171

The Board approved an exchange of a 24' approach at Sta-
 tion 38+10 for a 24' approach at Station 39+45.

SH 48 S-6742(4) Lyman Bowles Parcel No. 1

The Board approved the exchange of a 20' approach at Sta-
 tion 7+50 for one at Station 8+00.

US 93 F-6354(4) John Jewett Parcel No. 5

The Board approved an exchange of a 40' approach at Sta-
 tion 262+52 for one at Station 263+17 and also granted
 a 40' approach at Station 261+00.

Declaration of Property as Surplus. The Board authorized the
 declaration of the following property as surplus:

Yard #2190	Fairfield Maintenance Shed - for the appraised value of \$1,660.00	Lot 1, Blk. 42, Village of Fairfield, Camas County
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Yard #2170	Hailey Maintenance Yard - The Board approved re- duction of price to sell to \$18,500 (See September, 1968, Board minutes)	Blk. 68, City of Hailey
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THURSDAY, NOVEMBER 20, 1969

The meeting of the Highway Board reconvened at 8 a.m. in the State Highway Building, Boise, with the following persons present and participating:

C. Ed Flandro, Chairman
Howard B. Thomason, Vice-chairman
Lloyd F. Barron, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the October Board Meeting and the South Idaho Board Tour.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-5141(5), State Highway 5, Plummer - East, Benewah County - Kootenai Electric Cooperative, Inc.; General Telephone Company of the Northwest; and the City of Plummer

S-3804(4), Snake River Bridge and Approaches - Grand View, Elmore and Owyhee Counties - Idaho Power Company; Mountain States Telephone & Telegraph Company; and Gem State Utilities Company

S-2739(2), Rock Creek Road Extension, Twin Falls and Cassia Counties - Sawtooth National Forest

S-1833(4), Snake River Bridge, Rose Road, Bingham County - Idaho Power Company

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

ST-3112(529) - The work consists of reconstructing the roadway, drainage structures, curb and gutter, a plant mix pavement, seal coating and signing on 0.486 mile (average length) on Main and Idaho Streets for the Weiser Couplet, in Washington County - State financed. The contract was awarded to Quinn-Robbins Company, Inc., Boise, Idaho, the low bidder, on November 10, 1969, in the amount of \$192,523.50.

F-RF-5121(15) & ST-5121(537) - The work consists of constructing the roadway, drainage structures, plant mix surfacing and seal coat on 3.246 miles - Thama Rocks, and the roadway, drainage structure, plant mix surfacing, seal coat and a 144 foot concrete bridge on 0.464 mile - Johnson Creek, in Bonner County - Federal Aid Primary and State financed. As the low bidder was 16.148 per cent over the Engineer's Estimate, the bid was rejected and the project will be readvertised.

November 20, 1969

S-2701(4) - The work consists of constructing the roadway, drainage structures and a road mix pavement on approximately 6.351 miles of the Rogerson - Three Creek Road, Cedar Creek E. and W., in Twin Falls County - Federal Aid Secondary and County financed. Twin Falls County verified that it had funds for the amount over and above the Engineer's Estimate and concurred in the award of the contract to the low bidder; therefore, the contract was awarded to Stanley Quigley, Boise, Idaho, on November 24, 1969, in the amount of \$380,024.50.

STS-3281(536) - The work consists of modifying the curb and gutter and drainage structures and placing a plant mix surfacing to widen 0.330 mile of US-30, 20 and 26, in Ada County - State financed. The contract was awarded to Boise Paving & Asphalt Company, Boise, Idaho, the low bidder, on November 17, 1969, in the amount of \$13,156.25.

Mr. & Mrs. Robert Garner Ask Access Control Waiver Onto Commercial Property on Lowman - Stanley Highway. Mr. & Mrs. Robert Garner, P. O. Box 1203, Bullhead City, Arizona, appeared before the Board asking for a commercial access to properties purchased on the Lowman - Stanley Highway, located four miles west of Stanley on State Highway 21. Their deed to same would permit only a private approach.

After hearing the Garners, the Board stated they would make an evaluation of their request and advise them as to the Board's determination after the Department had made an analysis of the access problems inherent to the area.

City of Bonners Ferry Delegation Regarding Bonners Ferry Overpass. At the request of City Attorney Peter B. Wilson and the City of Bonners Ferry, having withdrawn its intervention in the Sandy right of way matter, the following delegation met with the Board to discuss the Bonners Ferry Overpass project:

Quenton L. Brewer, City Engineer, Bonners Ferry
 George Miller, Bonners Ferry
 W. A. Chubb, Bonners Ferry Chamber of Commerce
 J. G. Marsh, Boundary County Commissioner, Bonners Ferry
 Harold Sims, Bonners Ferry City Council
 Peter B. Wilson, Bonners Ferry City Attorney
 Howard Jenkins, Boundary County Commissioner, Bonners Ferry
 Don Maynard, State Representative, District 1, Clark Fork
 Roy A. Jones, Superintendent of Public Works, Bonners Ferry
 Milton C. Schauble, President, Bonners Ferry Chamber of Commerce
 John M. Leonard, Boundary County Commissioner, Bonners Ferry
 Art Campbell, County Road Superintendent, Bonners Ferry
 Russell Docherty, Councilman, Bonners Ferry
 Dayton Douglas, Acting Mayor & Councilman, Bonners Ferry
 Robert Pace, Councilman, Bonners Ferry
 Marion Davidson, State Representative, District 1, Bonners Ferry
 Jim Stoicheff, State Senator, District 1, Sandpoint

The Board assured the delegation that the Board has not abandoned the highway project. The Board has only ordered the abandonment of the condemnation action against the Sandy property in Boundary County and has asked the Department to re-examine the project design and alignment.

The Department appraisal valuations were discussed and it was pointed out to the delegation that the Board had requested the Department to look into project design revisions that might be considered in the construction of the anticipated overpass project.

Board Chairman Flandro asked the delegation to individually write him as to what they would do if they were in the Board's position in the matter.

Dayton Douglas, Bonners Ferry City Councilman, showed pictures of Highway Department right of way acquired buildings that are an eye sore to the community that should have been removed months ago.

The Department stated that they would check into the matter and expedite the complete dismantling where it has not been accomplished.

City officials also stated that the City has accomplished the relocation of its utility lines although some remain to be removed during the construction progress stage of the project.

Board Vice-chairman Thomason reminded the delegation that the Board is very much interested in proceeding with this project but must also be concerned about what is best for all of Idaho; not only for those in the immediate area affected by any highway project.

U.S. 95 Association Gives Views on 1970 Priorities. Appearing before the Board were U.S. 95 Association officials John Lloyd, Secretary, Weiser; Dale B. Jackson, President, Homedale; and Norman Tolmie, Homedale.

The occasion for meeting with the Board, Mr. Lloyd said, was merely to reaffirm the U.S. 95 Highway Association's priority thinking as to future projects on U.S. 95. The ION Road from the Oregon line to Homedale is No. 1, with the Mesa Hill No. 2 and completion of the White Bird Hill No. 3.

Mr. Lloyd said the priority of U.S. 95 from the Oregon line north was occasioned by pressures on the Oregon Highway Department by Ontario, Nyssa and other Eastern Oregon communities in promoting a route down Succor Creek to a point west of Homedale to Adrain, Nyssa, Ontario, halfway to ultimately connect with Oregon State Route 3 at Enterprise and LeGrande.

The Board said that they appreciated the Association's thinking in this regard and would keep it in mind as future programs came under consideration.

Representative Edwards' Inquiry of Placing Vehicle Mounted Camper Equipment on Personal Property Tax Rolls Plus Registration. The Board read a letter from State Representative John Edwards, Legislative District 9-A, dated October 16, inquiring as to the Board's position should the Legislature consider the placing of mounted camper units and other vehicle mounted equipment on the personal property tax rolls as well as registering said vehicles.

In analyzing the extent of such a taxation movement, the Board determined to take no position in the matter. The Board viewed that such taxation matters should be left entirely to the prerogative of the Legislature at this time.

Out-of-State Travel. The Board authorized the following out-of-state travel:

ADP Planning & Systems Engineer Kent Barber to attend HEEP Conference, Phoenix, Arizona, January 21-24, 1970.

One person to attend Automotive Safety Foundation Highway Program Conference, Denver, Colorado, December 9-10.

One person to attend Highway Research Board Meeting, Washington, D. C., January 12-16, 1970.

Chief Legal Counsel Tway and possibly one other attorney to Salt Lake City, Utah, in November and December, on legal case matter.

Revision of Policy 005 - Financing Construction of State Highways in Municipalities Approved. The Board authorized a revision in Policy 005 affecting sidewalks. The revision occurs in Section 2 only as follows:

2. Sidewalks shall not be paid for by the State, except where construction requires removal of the existing sidewalk, in which event, State highway funds shall be used to finance replacement in kind, and except in those areas within or adjacent to fully controlled access highways where sidewalks are required to provide for a continuity of pedestrian mobility within the neighborhood.

U.S. 93 Ray Lickley Access Matter Reviewed. The Board reviewed previous Board action concerning access determinations made on U.S. 93 north of the Interstate 80N Interchange on both the Lickley property on the east and the Fred Stewart property on the west.

The Department was requested to develop alternates for review.

Restrictive Loadings Imposed on Perrine Snake River Bridge. State Highway Engineer Mathes reviewed with the Board the findings of the consulting engineering firm of Howard, Needles, Tammen & Bergendoff, who were hired earlier in the summer by the Department to make a complete safety study and inspection of the carrying capacity of the

structure, and recommended as a result of that study that the Board concur in his action dated November 18 in imposing a 44,000 pound maximum vehicle gross load as posted on that date.

To this the Board concurred.

Cottonwood U.S. 95 Bypass Study Presented. Howard Pilkington, Planning Engineer, presented three alternate routes undertaken in the study. The costs of the three alternate routes are as follows:

West Route - \$2,430,000
Central Route - \$2,260,000
East Route - \$2,340,000

The Board favored the West Route because of the superior alignment providing adjustments could be made on approaches to make the estimated cost comparable with the Central Plan. Mr. Thomason asked that an artist's oblique rendering be made to show the location of approaches from the south and into Cottonwood and that adjusted costs for the West Route location be reported to the Board for further consideration.

Mr. Pilkington reported the City of Cottonwood favored the West Route location.

Nezperce Prairie Relocation of State Highway 64 Analyzed. The Planning & Traffic Division presented the Board with a hearing brochure format which was approved by the Board.

The following changes in the State Highway System are proposed:

1. That a new highway corridor between Nezperce and the present junction of State Highways 62 and 64 in Kamiah be designated to replace the existing State Highway 64 corridor between Nezperce and Kamiah--the new location to consist of either:
 - a. The Lawyers Canyon Plan depicted in Exhibits 1 and 2; or
 - b. The Suzie Creek Plan depicted in Exhibits 3 and 4.
2. That a detailed comparative study be completed to facilitate the final selection of either the (a) Lawyers Canyon Plan or (b) the Suzie Creek Plan for presentation at design public hearings.
3. That when completed, the selected location outlined in paragraph 1 and 2 above be added to the State Highway System.
4. That following completion of a new highway on the location selected between Nezperce and the State Highway 62 junction, existing State Highway 64 from Nezperce to Kamiah be removed from the State Highway System.

5. That the proposed new location as shown by Exhibit 5 between the present junction of State Highways 62-64 and U.S. Highway 13 be added to the State Highway System and the section of existing State highway it replaces be removed from the State Highway System. This section of highway in Kamiah to be removed from the State Highway System includes the following:

- a. Fifth Street from Pine Street to Main Street.
- b. Main Street from Fifth Street to Third Street.

6. That State Highway 7 be removed from the State Highway System between the State Highway 64 junction north of Nezperce and U.S. Highway 12 near Orofino, as shown by Exhibits 1 and 3.

The Board directed Hearing Officer Summers to proceed to public hearings at Nezperce, Orofino and Kamiah on the above basis.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
SU-SUG-6715(7)	Lewisville Rd. - Anderson St. Jct.	Partial Control, Type "E" *

* PARTIAL CONTROL, TYPE "E"

Public Road Connections

Existing public road connections will be permitted, as shown on the plans.

Future public road connections may be permitted at the approximate locations shown on the plans.

Private Approaches

No private approaches will be allowed.

Speed Control Zones in District 2 (US 93). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 93 from north of the Nevada State Line to north of Challis, as recommended and stated in marked Exhibit A-281, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (US 20T-26). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20T-26 from east of Bliss to the Shoshone Urban Extension, as recommended and stated in marked Exhibit A-282, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 95 Bus.). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 Bus. from Jct. US 95-30N to US 95-30N, as recommended and stated in marked Exhibit A-283, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 95-30N). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95-30N from Fruitland Urban Extension to Weiser Urban Extension, as recommended and stated in marked Exhibit A-284, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (US 93). The Board approved the removal of a portion of US 93, 0.081 mile in length, and described as beginning at a point 0.060 mile south of the former steel truss bridge and ending at the Wallace Lake Road connection; and also approved the abandonment of two intermittent sections of US 93, the first section beginning at the south end of the former steel truss bridge and extending south 0.060 mile, and the second section beginning at the Wallace Lake Road connection and extending south 0.108 mile, as shown in official Exhibit B-73, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (US 91). The Board approved the removal of two sections of US 91, 7.259 miles in length, the first section beginning at a point 0.528 mile north of the Bonneville-Jefferson County Line and ending at a junction with State Highway No. 48 at the Roberts South City Limits, and the second section beginning at the intersection of Park Avenue and Front Street in Roberts and ending at a point 0.476 miles west of Roberts North City Limits; and also approved the abandonment of a section of US 91, 0.049 mile in length, and described as beginning at a point 0.476 mile west of Roberts North City Limits and ending at the east right of way line of Interstate Route No. 15, as shown in official Exhibit B-74, which is made a part hereof with like effect as though extended in full herein.

WHEREUPON, the Board adjourned until their next meeting which is scheduled for December 10 & 11, 1969.

Read and Approved
December 11, 1969
Boise, Idaho


C. ED FLANDRO, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

December 11, 1969

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Thursday, December 11, 1969. Present were:

C. Ed Flandro, Chairman - Director, District 1
Howard B. Thomason, Vice-chairman - Director, District 3
Lloyd F. Barron, Member - Director, District 2
E. L. Mathes, State Highway Engineer
Wayne Summers, Executive Secretary of the Board

Minutes. The Board approved the minutes of the November Board Meeting and Forest Highway Hearing.

The Board Approved Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

STM-6471(585) & Stockpile No. 6562	Sugar City - Snake River
STS-3281(537) "B"	Phyllis Canal Bridge & Approaches
ST-6471(586) & STM-6471(584)	Beeches Corner - Jefferson Co. Line
Stockpile No. 3544	Idaho City
Stockpiles No. 2558, 2560, 2561, 2562 & 2564	Various District 2 Stockpiles
ST-6521(509)	Teton River - Hatches Corner

Approval of Right of Way Plan. The Board approved the following right of way plan:

STS-4114(563)	Washington State Line South
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Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-15-1(60)16, I-15-2(25)72 & I-15W-4(28)72 - The work consists of installing guard rail, overhead signs, illumination and sign foundations at various locations on I-15 & I-15W, Deep Creek I.C. - Jct. I-15W, I-15W I.C. - Bonneville County Line, W. Blackfoot I.C. and Rockland I.C. (SH-37) - Jct. I-15, in Oneida, Bannock, Bingham and Power Counties - Federal Aid Interstate and State financed. The contract was awarded to Bill J. Woolery Construction, Caldwell, Idaho, the low bidder, on December 16, 1969, in the amount of \$154,700.00.

I-15-3(39)111 "A" & STS-6033(553) & STS-6471(577) - The work consists of installing guard rail and removing and relocating butterfly signs on I-15, US-91, Bingham County Line - Johns Hole I.C., Jct. 191-26-91 and Lindsay Blvd. I.C., in Bonneville County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Stillwell-Gerard Construction Co., Bellevue, Washington, the low bidder, in the amount of \$100,852.00.

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I-80N-1(48)35 - The work consists of relocating overhead signs on I-80N, Franklin I.C. and Nampa Blvd. I.C. (Nampa) and Meridian I.C., in Canyon and Ada Counties - Federal Aid Interstate and State financed. The contract was awarded to Galey Construction Co., Inc., Boise, Idaho, the low bidder, on December 8, 1969, in the amount of \$11,040.00.

S-1833(4) - The work consists of constructing a 658' concrete bridge over the Snake River, on the West River Road, in Bingham County - Federal Aid Secondary and County financed. The contract was awarded to Goodwin Construction Company, Blackfoot, Idaho, the low bidder, on December 8, 1969, in the amount of \$320,713.40.

S-2739(2) and FS-70515.1 - The work consists of constructing the roadway, 2-22' concrete bridges and a road mix pavement on 6.480 miles of the Rock Creek Road, Rock Creek Extension, in Cassia and Twin Falls Counties - Federal Aid Secondary and County financed and Forest Service funds. The Board directed the State Highway Engineer to award the contract to Karl Woodall & Sons, Inc., Boise, Idaho, the low bidder, in the amount of \$437,618.50.

S-3804(4) - The work consists of constructing the roadway, drainage structures, road mix pavement, 1-27' concrete bridge and a 613' concrete bridge on 0.986 mile of the Mountain Home - Grandview Highway, in Elmore and Owyhee Counties - Federal Aid Secondary and County financed. The contract was awarded to Neilsen & Miller Construction Co., Twin Falls, Idaho, the low bidder, on December 15, 1969, in the amount of \$408,041.10.

Stockpiles 6557, 6558 and 6559 - The work consists of furnishing cover coat material and aggregate for road mix pavement in stockpiles adjacent to MP-169.5, 178.1 and 184.7 (SH-28), Jct. SH-28 and 88, NW Mud Lake and Jct. SH-22 and 28, in Jefferson and Clark Counties - State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on December 15, 1969, in the amount of \$44,330.00.

Stockpile No. 6561 - The work consists of furnishing cover coat material and aggregate for road mix pavement in stockpile adjacent to MP-229.0 (SH-28), Gilmore, in Lemhi County - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on December 15, 1969, in the amount of \$27,975.00.

I-IG-90-1(44)72 - The work consists of constructing the roadway, drainage structures, 256' concrete overpass and placing aggregate base and road mix for detours on 3.47 miles of Interstate Highway 90, Montana State Line-West, in Shoshone County - Federal Aid Interstate and State financed. The contract was awarded to Slate-Hall, Portland, Oregon, the low bidder, on December 16, 1969, in the amount of \$6,378,011.50.

I-80N-2(34)61 - The work consists of constructing a rest area roadway, drainage structures, plant mix pavement, seal coat, landscaping and comfort and convenience facilities on Interstate Highway I-80N, in Ada County - Federal Aid Interstate and State financed. The Board directed the State Highway Engineer to award the contract to Nelson Sand & Gravel Co., Inc., Boise, Idaho, the low bidder, in the amount of \$132,477.00.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

STS-3281(537), U.S. Highway 30, Phyllis Canal Bridge in Nampa, Canyon County - Idaho Power Company and Mountain States Telephone & Telegraph Company

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-90	I-90-1(14)21	Richard T. Reid & Nora B. Reid - \$146,700	Parcel No. 2
I-90	I-90-1(14)21	Thomas T. Robinson & Marion A. Robinson - \$40,000	Parcel No. 3

Approval of Permits to Use Right of Way.

US 30	F-2361(14)	Vern Schutte & Sons	2-69-177
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The Board approved a permit to use right of way to landscape borrow pit and replace existing asphalt approach with concrete. If and when the highway is resurfaced, the applicant will be responsible for meeting grade with his approach.

SH 27 & I-80N	S-2862(3) I-IG-80N-3(3)206	Burley Ramada, Inc.	2-69-157
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The Board approved a permit for landscaping borrow pit. A curb is to be installed by applicant which is to extend to the end of the partial control area. If and when fence is removed from full control area, applicant must install curb.

Board to Review Right of Way Acquisition Parcels in Excess of \$40,000. The Board directed that its Policy No. 302 concerning valuation of individual right of way parcels being brought to the Board for consideration be revised, the minimum being raised from \$20,000 to \$40,000.

Paving Cost Offer to Allen Cannery Approved. As a carry-over matter from the October 13 Board meeting, the Department recommended to the Board in the interest of highway safety in not granting an additional access to the Allen Cannery at Gayway Junction, U.S. 95 - U.S. 30, that the Department reimburse Mr. Allen a sum of money (\$1,300.00) equal to the cost to the Department in paving his 53' x 140' parking area in lieu of any further claims for an additional access to the highway. An initial painting by the Department of parking stall stripes is also offered. With this amount, Mr. Allen could together with some of his own moneys hire a local contractor to pave the parking area for customer use, thus, utilizing

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the maximum efficiency of the limited area and materially improve the circulation of customer traffic with the one access point provided in the right of way deed. A precast curb would be placed on the highway right of way.

To this the Board concurred, subject to acceptance by Mr. Allen.

Garner Access (Stanley Basin, SH 21) Matter Continued. After discussing the various types of access that have been accorded the various property owners along SH 21 between Stanley and Stanley Lake Jct., the Board directed the Department to grant a change in access to that of commercial for the Garners subject to approval of the Bureau of Public Roads and take such necessary administrative steps to accomplish this either through rebate of funds if Federal Aid moneys were involved or to a direct change if only State funds were used in acquiring the right of way.

Appeal of Glenns Ferry - Mountain Home Location Reviewed. State Highway Engineer Mathes reported that he was in contact with the Washington office of the Bureau of Public Roads and has requested either or both Federal Highway Administrator Turner and Director of Public Roads Bartelsmeyer to review the two locations on the ground with the Department before January 15 as outlined in a letter dated December 10.

To this the Board concurred.

Out-of-State Travel. The Board authorized the following out-of-state travel:

Bridge Engineer Jarvis to B.P.R. Bridge Seminar, Portland, Oregon, January 26 - 28.

Department Chief Geologist Charboneau to Air Photo Interpretation (Geology Evaluation), Cheyenne, Wyoming, January 19 - 31.

One appraiser and one negotiator to Regional B.P.R. Conference on Right of Way Procedures (for interpretation of PPM 80-3), Portland, Oregon, February 5 - 6.

Planning Survey Manager Equals to attend Highway Safety Conference, Portland, Oregon, December 11 - 12.

Merit Increase Approved. The Board approved a merit increase for E. Roy Harden, Assistant District Engineer - District 1, from \$1,149 to \$1,206, effective 1-1-70.

Status of Mountain Home Job Corps Maintenance Shed Site Acquisition. Assistant State Highway Engineer (Operations) Richardson apprised the Board that the acquisition of the Mountain Home Job Corps property for a maintenance shed site was coming through rather slowly because of approval through the channels of the Bureau of Land Management.

Board Chairman Flandro suggested that the Department enlist the aid of our congressional delegation in expediting the acquisition and transfer of property by contacting the Bureau of Land Management.

Additional Scale Pit Locations Approved. Upon the recommendation of the Department, the following recommended locations for additional new scale pits were approved by the Board as submitted by Assistant State Highway Engineer (Operations) Richardson:

1. Cedars on Interstate 90 for eastbound traffic (east of Fourth of July Canyon).
2. Clarkia, U.S. 95 Alternate.
3. Salmon, north of City, U.S. 93.
4. Marsing junction of U.S. 95 with SH 55.

Public Hearings on Interstate Design Determined. Deputy State Highway Engineer Christensen reviewed the hearing matter on the following Interstate design hearings:

Interstate 90, Blue Creek Bay to U.S. 95A Interchange, I-90-1(14)21. Having read the transcript and considered various requests for additional frontage roads, the Board determined to approve the project for construction as submitted at the public hearing, observing that there would be nothing to prevent the local people from building the frontage road along the lake as requested at the hearing.

Interstate 80N, Glenns Ferry East Interchange to King Hill East Interchange Connection, I-80N-2(12)118 (bridges), I-80N-2(19)118. The Board read the hearing transcript and reviewed the requested relocation of the interchange as planned to a more easterly location at Paradise Valley. The Board, upon the recommendation of the Department because of the irregular terrain at the more easterly requested interchange location together with the resulting additional cost, determined and directed that the Department should proceed with the design as submitted in public hearing with no change in the interchange location.

1970 Forest Highway Hearing Scheduled. At the request of the U.S. Forest Service for planning purposes to set a date for the 1970 Forest Highway Public Hearing and administrative allocation of funds, the Board approved the date of Wednesday, November 18, 1970, and directed the Secretary to advise the other agencies involved.

To Request 1970 Public Lands Funds. The Department was directed by the Board to make a request to the Federal Highway Administrator and the congressional delegation for the 1970 allocation of Public Lands Highway Funds to be applied on U.S. 95, U.S. 12, Lewis and Clark Highway and other locations where applicable in an amount exceeding that request made for 1969 which had just been announced as Idaho receiving \$500,000 of the \$1,790,000 requested.

1970 Construction Program and Planning Program Approved. The Board reviewed and approved projects for construction, preliminary engineering and right of way, and reconnaissance survey for the 1970 construction year which authorized the Department to proceed with work on those projects when plans and specifications are complete, right of way acquired, approval of the U.S. Bureau of Public Roads is obtained and funds become available.

The Board recognized that the volume of work in the program is about double the amount of anticipated moneys. A program of this size is necessary as projects can be expected to fall behind schedule for one reason or another. The Department would thus have a sufficient number of other projects to develop with the aim of continuing to be in a fiscally current position by utilizing all the Federal Aid moneys available and matching same with State moneys.

The Board authorized the news release date on the program information to be Thursday, December 18.

Removal from the State Highway System (SH 27). The Board approved the removal of two sections of State Highway No. 27, 0.811 mile in length, the first section described as beginning at a point 0.427 mile north of the Overland Bridge in Burley and extending northeasterly to the south right of way line of Interstate Route No. I-80N, and the second section beginning at a point 0.324 mile north of the North Burley Interchange structures and extending south to the north right of way line of Interstate Route No. I-80N, as shown in official Exhibit B-75, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 95). The Board approved the removal of two sections of State Highway No. US 95, 3.330 miles in length, the first section beginning at a point 0.589 mile south of the Slate Creek Bridge and extending north 1.120 miles and the second section beginning at a point 1.378 miles north of the Slate Creek Bridge and extending north 2.210 miles, as shown in official Exhibit B-76, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (SH 68). The Board approved the removal of a section of State Highway No. 68, 11.213 miles in length and described as beginning at a point 1.185 miles east of Cat Creek Summit and ending at a point 0.473 mile west of the Elmore-Camas County line, as shown in official Exhibit B-77, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 10). The Board approved the removal of a section of State Highway No. US 10 described as beginning at a point 2.202 miles east of the Kellogg East City Limits and extending easterly for a distance of 1.995 miles, and another section beginning at the intersection of Third Street and Mullan Avenue in Osburn and extending westerly 0.666 mile to the right of way line of Interstate Route No. 90, as shown in official Exhibit B-78, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (US 95). The Board approved the removal of a section of State Highway No. US 95, 0.540 mile in length and described as beginning at a point 0.494 mile north of a junction of US 30 in Fruitland and ending at a point 1.890 miles south of Payette South City Limits; and approved the abandonment of two intermittent sections of State Highway No. US 95, the first section beginning at a point 0.456 mile north of a junction of US 30 in Fruitland and extending north 0.038 mile and the second section beginning at a point 1.862 miles south of Payette South City Limits and extending south 0.028 mile, as shown in official Exhibit B-79, which is made a part hereof with like effect as though extended in full herein.

Removal and Abandonment from the State Highway System (US 26). The Board approved the removal of a section of State Highway No. US 26, 6.445 miles in length, and described as beginning at a junction with State Highway No. 48 at Ririe and extending easterly to a junction with the present State Highway No. US 26; and approved the abandonment of another section of State Highway No. US 26 described as beginning at a point 6.793 miles east of the junction with State Highway No. 48 south of Ririe and extending easterly for a distance of 1.247 miles, as shown in official Exhibit B-80, which is made a part hereof with like effect as though extended in full herein.

Removal from the State Highway System (US 20, 26 & 30). The Board approved the removal of a section of State Highway No. US 20, 26 & 30, 2.746 miles in length, and described as beginning at a junction with the Gowen Road and extending southeasterly to the right of way line of Interstate Route No. I-80N, as shown in official Exhibit B-81, which is made a part hereof with like effect as though extended in full herein.

Appeal Authorized for City of Mountain Home Golf Course Condemnation Court Award. Assistant Legal Counsel Hohler outlined to the Board the excessive amount awarded to the City of Mountain Home for Interstate right of way acquisition, stating that the court admitted evidence that was not admissible in eminent domain proceedings and urged Board approval to appeal the matter.

To this the Board concurred.

Bonnors Ferry Overpass Right of Way Matter Reviewed. Chief Legal Counsel Tway reported that City Attorney Wilson has indicated his willingness to withdraw the City's intervention action if the State will agree to construct the Bonnors Ferry project at or very near the location described on plans incorporated in the existing City agreement.

It was pointed out that the existing agreement contains wording to this effect but that a supplemental statement of this fact would be acceptable to the State.

If such a statement would cause the City to withdraw its intervention motion, the Department could attempt to negotiate for the O'Callaghan's Island property.

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The Board agreed to allow a supplement to the City agreement to the affect that the State construct the Bonners Ferry project at or near the location described on plans incorporated in the City agreement, provided that the City will withdraw its intervention action. Following the City's withdrawal, the Department would immediately seek negotiations with the property owner and his legal counsel.

The Department was also instructed to determine whether or not any additional right-of-way from O'Callaghan's Island might be required for future highway improvements.

Cottonwood U.S. 95 Relocation Hearing Authorized. The Board reviewed written requests from local people to include in the project a structure south of Cottonwood to cross the Greencreek Road to be brought in at other than the crossing at grade, south and north of Cottonwood with particular emphasis on the Greencreek SH 62 connection.

Upon the recommendation of the Department, the Board concurred that the traffic count was not such that freeway interchange design standards with a structure could be supported and directed the Department to go to hearing with road crossings north and south of Cottonwood at grade.

The Board directed the Department to proceed to hearing on the West Plan.

Yellowstone - Sun Valley Highway Association. The following Yellowstone - Sun Valley Highway Association delegation met with the Board:

- John H. Bahr, Fairfield
- Gordon McCrea, Fremont County
- Harry Harn, Clark County
- Paul Fritz, Superintendent, National Park Service, Arco
- R. Rhule Leonardson, Clark County Clerk, Dubois
- Wayne Clark, President, Yellowstone - Sun Valley Highway Association, Bellevue

Mr. Harry Harn urged the Board to extend and place on the State Highway System State Highway 22 from Dubois to Dry Creek approximately 25 miles east of Dubois. Thirteen miles of which has been oiled and brought up to Secondary Road standards by Clark County.

The Board determined that this should not be put on the State Highway System at this time as financing requirements on the present State Highway System is such that the road improvements desired could be accomplished at a much earlier date if left to local and Forest Development financing than would be the case if the Board had put it on the State Highway System.

City of Twin Falls Cites Need for New Twin Falls U.S. 93 Snake River Crossing. The following appeared before the Board as friends in pointing out the need of the area to replace the Perrine Bridge with an adequate two or four lane structure:

- Henry Woodall, Chairman, Twin Falls Highway Advisory Board
- Ray Rostron, Manager, Twin Falls Chamber of Commerce
- Jean Milar, City Manager, City of Twin Falls

The delegation left with the Board a written statement as to the amount of monthly and annual cost to ten of the more prominent business firms whose trucks are affected adversely by the load restriction on the Perrine Bridge since it went into effect November 18.

The delegation praised the Department and the Board for having the courage and foresight in undertaking the survey that culminated in the restriction of the bridge traffic.

The delegation's prepared statement is on file in Central Files and with the Board Secretary.

The Department assured them that every means available will be explored that might produce additional revenue to step up the construction date anticipated which can not be made ready for bid letting before two years with at least one and possibly two years for construction providing construction funds are available when engineering and design of the replacement structure is completed.

State Highway Engineer Mathes stated that the first thing is a matter of foundation investigation and that the Board has looked favorably on including it in the 1970 construction budget. He stated that to expedite engineering, the Department would probably have to request from the Board permission to bring in a consulting engineering firm to design the structure in the interest of time.

Board Chairman Flandro stated that the Department should explore all possible Federal financing avenues such as the possibility of a Federal Structures Fund that Congress may develop in the near future to finance those outdated structures such as the Perrine Bridge and other major, costly, outdated and under-capacitated structures now being used on the Federal Aid System throughout the country in the interest of highway safety and modernizing the Federal Aid System earlier than would be available under currently allocated funds.

Mr. Mathes stated that the Department is already working in this line and will continue to explore any other avenues of Federal financing that might be made applicable.

WHEREUPON, the Board adjourned until their next meeting which is scheduled for January 12 & 13, 1970.


C. ED FLANDRO, Chairman

Read and Approved
January 12, 1970
Boise, Idaho

December 11, 1969

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